

Mā tō tātou takiwā
For our District

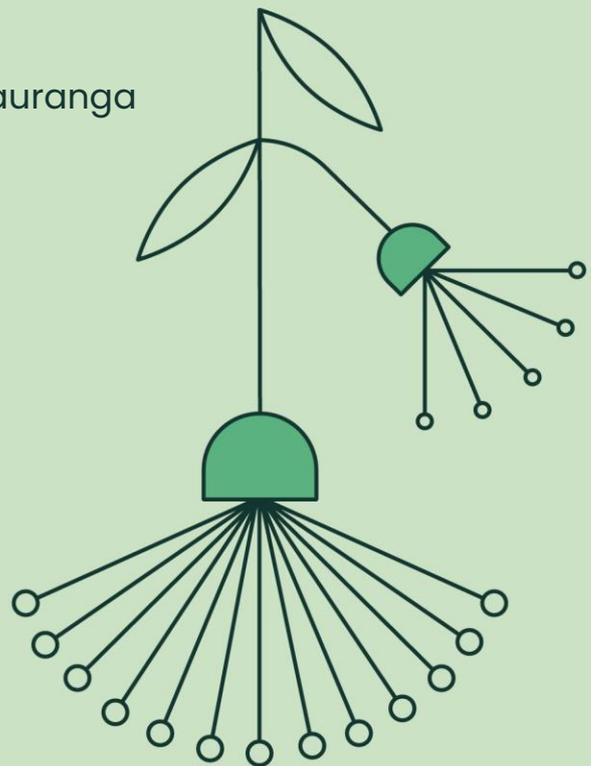
Council

Te Kaunihera

CL23-15

Tuesday, 3 October 2023, 9.30am

Council Chambers, 1484 Cameron Road, Tauranga



Council

Membership:

Chairperson	Mayor James Denyer
Deputy Chairperson	Deputy Mayor John Scrimgeour
Members	Cr Tracey Coxhead Cr Richard Crawford Cr Grant Dally Cr Murray Grainger Cr Anne Henry Cr Rodney Joyce Cr Margaret Murray-Benge Cr Allan Sole Cr Don Thwaites Cr Andy Wichers
Quorum	Six (6)
Frequency	Six weekly

Role:

The Council is responsible for:

- Ensuring the effective and efficient governance and leadership of the District.
- Ensuring that all functions and powers required of a local authority under legislation, and all decisions required by legislation to be made by local authority resolution, are carried out effectively and efficiently, either by the Council or through delegation.

Power to Act:

To exercise all non-delegable functions and powers of the Council including, but not limited to:

- The power to make a rate;
- The power to make a bylaw;
- The power to borrow money, purchase, or dispose of assets, other than in accordance with the Long Term Plan;
- The power to adopt a Long Term Plan, a Long Term Plan Amendment, Annual Plan or Annual Report and to receive any related audit report;
- The power to appoint a chief executive;
- The power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the Long Term Plan or developed for the purpose of the Local Governance Statement;

- The power to adopt a remuneration and employment policy;
- The power to approve or change the District Plan, or any part of that Plan, in accordance with the Resource Management Act 1991;
- The power to approve or amend the Council's Standing Orders;
- The power to approve or amend the Code of Conduct for Elected Members;
- The power to appoint and discharge members of committees;
- The power to establish a joint committee with another local authority or other public body;
- The power to make a final decision on a recommendation from the Parliamentary Ombudsman where it is proposed that Council not accept the recommendation.
- To exercise all functions, powers and duties of the Council that have not been delegated, including the power to compulsorily acquire land under the Public Works Act 1981.
- To make decisions which are required by legislation to be made by resolution of the local authority.
- To authorise all expenditure not delegated to officers, Committees or other subordinate decision-making bodies of Council, or included in Council's Long Term Plan or Annual Plan.
- To make appointments of members to Council Controlled Organisation Boards of Directors/ Trustees and representatives of Council to external organisations.
- To monitor the performance of and make decisions on any matters relating to Council Controlled Organisations (CCO), including recommendations for modifications to CCO or other entities' accountability documents (i.e. Letter of Expectation, Statement of Intent), including as recommended by the Strategy and Policy Committee.
- To approve joint agreements and contractual arrangements between Western Bay of Plenty District Council and Tauranga City Council and/or any other local authority including the requirement to review the terms of any such agreements or contractual arrangements.
- To approve the triennial agreement.
- To approve the local governance statement required under the Local Government Act 2002.
- To approve a proposal to the Remuneration Authority for the remuneration of Elected Members.
- To approve any changes to the nature and delegations of Committees.

Procedural matters:

Approval of elected member training/conference attendance.

Mayor's Delegation:

Should there be insufficient time for Council to consider approval of elected member training/conference attendance, the Mayor (or Deputy Mayor in the Mayor's absence) is delegated authority to grant approval and report the decision back to the next scheduled meeting of Council.

Power to sub-delegate:

Council may delegate any of its functions, duties or powers to a subcommittee, working group or other subordinate decision-making body, subject to the restrictions on its delegations and any limitation imposed by Council.

Notice is hereby given that a Meeting of Council will be held in the
Council Chambers, 1484 Cameron Road, Tauranga on:
Tuesday, 3 October 2023 at 9.30am

Order Of Business

1	Karakia	7
2	Present	7
3	In Attendance	7
4	Apologies	7
5	Consideration of Late Items	7
6	Declarations of Interest	7
7	Public Excluded Items	7
8	Public Forum	7
9	Council and Committee Minutes for Confirmation	8
9.1	Minutes of the Projects and Monitoring Committee Meeting held on 8 August 2023.....	8
9.2	Minutes of the Audit, Risk and Finance Committee Meeting held on 15 August 2023.....	29
9.3	Minutes of the Strategy and Policy Committee Meeting held on 17 August 2023.....	39
9.4	Minutes of the Council Meeting held on 17 August 2023.....	45
9.5	Minutes of the Council Meeting held on 30 August 2023.....	51
10	Reports	79
10.1	Draft Speed Management Plan	79
10.2	Formal Declaration of Neena Chauhan for Appointment to the Te Puke Community Board.....	119
10.3	Te Puke War Memorial Hall Lease 2021-2051.....	123
10.4	Petition Calling for a Citizens Initiated Referenda on State Highway Maintenance.....	128
10.5	Community Committee - Change to Terms of Reference.....	135
10.6	Mayor's Report to Council	141
11	Information for Receipt	144

12 Resolution to Exclude the Public 144

12.1 Confidential Minutes of the Projects and Monitoring Committee
Meeting held on 8 August 2023..... 144

12.2 Confidential Minutes of the Audit, Risk and Finance Committee
Meeting held on 15 August 2023..... 144

12.3 Confidential Minutes of the Council Meeting held on 30 August 2023 145

12.4 Mayor's Recommendatory Report 145

1 KARAKIA

Whakatau mai te wairua
Whakawātea mai te hinengaro
Whakarite mai te tinana
Kia ea ai ngā mahi

Āe

Settle the spirit
Clear the mind
Prepare the body
To achieve what needs to be
achieved.
Yes

2 PRESENT

3 IN ATTENDANCE

4 APOLOGIES

5 CONSIDERATION OF LATE ITEMS

6 DECLARATIONS OF INTEREST

7 PUBLIC EXCLUDED ITEMS

8 PUBLIC FORUM

9 COUNCIL AND COMMITTEE MINUTES FOR CONFIRMATION

9.1 MINUTES OF THE PROJECTS AND MONITORING COMMITTEE MEETING HELD ON 8 AUGUST 2023

File Number: A5738037

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

RECOMMENDATION

That the Minutes of the Projects and Monitoring Committee Meeting held on 8 August 2023 be confirmed as a true and correct record and the recommendations therein be adopted.

ATTACHMENTS

- 1. Minutes of the Projects and Monitoring Committee Meeting held on 8 August 2023**

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
PROJECT AND MONITORING MEETING NO. PMC23-3
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 8 AUGUST 2023 AT 9.30AM**

1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT

Cr D Thwaites (Chairperson), Cr T Coxhead, Cr G Dally, Mayor J Denyer, Cr M Grainger, Cr A Henry, Cr R Joyce, Cr M Murray-Benge, Deputy Mayor J Scrimgeour and Cr A Wichers.

VIA ZOOM

Cr A Sole

3 IN ATTENDANCE

J Holyoake (Chief Executive Officer), G Allis (General Manager Infrastructure Group), C Crow (General Manager Infrastructure Services), R Davie (Deputy CEO/General Manager Strategy and Community), A Ali (Chief Financial Officer), K Little (Operations Manager), G Golding (Governance Manager), EJ Wentzel (Utilities Operations Manager), S Elvin (Project Manager), C McLean (Senior Transportation Engineer), S Prendergast (Roading Engineer – East), C Watt (Development Project Facilitator), J Abraham (Infrastructure Engineer, Stormwater), R Spicer (Capital Projects Team Leader), J Edgecombe (Team Leader Libraries Western), H Wi Repa (Governance Systems Advisor), R Leahy (Governance Advisor) and C Irvin (Senior Governance Advisor).

COMMUNITY BOARDS

R Goudie (Chairperson, Waihi Beach Community Board)

VIA ZOOM

A Henderson (General Manager Corporate Services), T Miller (Strategic Advisor Resource Management), G Benn (Research and Monitoring Analyst), C Steiner (Senior Policy Analyst).

OTHERS IN ATTENDANCE

One member of the press.
Guest presenters as noted in the minute items.

4 APOLOGIES

APOLOGY

RESOLUTION PMC23-3.1

Moved: Cr R Joyce

Seconded: Cr M Murray-Benge

That the apology for lateness for Cr Scrimgeour and absence from Cr Crawford be accepted.

CARRIED

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

MR JOHN LEWIS AND MR RICK HANNAH – TE PUKE SPORTS CLUB – PROPOSAL – ATUAROA AVENUE – PARKING

The speakers Tabled Item 1: 'Building Communities' and Letter from Bay of Plenty Rugby Union and spoke to these items.

9:36am Deputy Mayor Scrimgeour entered the meeting.

- This was a proposal to address the significant lack of parking on Atuaroa Avenue, which was rapidly becoming Te Puke's sporting zone.
- Due to the increase in supporters and spectators, vehicle parking had become inadequate. There were also maintenance and repairs required for health and safety reasons. The impact of this was congestion at events, and haphazard/potentially dangerous parking.
- A site meeting had been held on 1 June 2023 where Te Puke and Maketu Elected Members attended and viable solutions had been discussed.
- The Te Puke Sports Club requested that Council consider extending Atuaroa Avenue parking facilities to support the expansion of sporting activities in Te Puke and enable higher level sporting events to take place there.

The General Manager Infrastructure made the following comments:

- This presentation highlighted a shortage of parking in sports club areas not only in Te Puke but in other sports club areas around the district.
- Council would need to obtain some indicative costings but also look at some alternative parking areas/options for Long Term Plan consideration.

9 PRESENTATIONS

9.1 DEPARTMENT OF CONSERVATION - KAURI DIEBACK DISEASE UPDATE

The Committee considered a report dated 8 August 2023 from the Executive Assistant Infrastructure Group.

Roanna Sutherland (Technical Advisor Plant Pathogens, Department of Conservation) spoke to a PowerPoint presentation summarising the following points:

Kauri Dieback Disease:

- About Phytophthora Agathidicida (PA);
- History of PA;
- Lifecycle of PA;
- How PA impacts Kauri symptoms;
- Importance of Kauri;
- National Pest Management Plan for PA;
- There are ten rules in the NPMP;
- Principles of hygiene; and
- Reference List.

Emma Woods (Reserves and Facilities Officer West) and Josh Scarrow (Biosecurity Team, Bay of Plenty Regional Council) spoke to the following PowerPoint Presentation:

- Before PA was detected at Wharawhara Road;
- Who we are working with;
- What we are doing;
- Testing; and
- Next Steps.

The presenters responded to questions as follows:

- Virus spores could travel about a metre and move through water a long way (down streams for example) and could be transferred from shoes.
- A 'Gold Standard' for Kauri protection would be fencing around the trees and mulching around the base. It was important to find a balance between best options (pure Kauri protection) and maintaining reserve space.

RESOLUTION PMC23-3.2

Moved: Cr A Sole

Seconded: Cr A Henry

1. That the Executive Assistant Infrastructure Group's report, dated 8 August 2023, titled 'Department of Conservation - Kauri Dieback Disease Update' be received.

CARRIED

10 REPORTS

10.1 PROPOSAL TO LEASE - WAIHĪ BEACH LIFEGUARD SERVICES INCORPORATED - BOWENTOWN SEAFORTH ROAD SOUTH RESERVE

The Committee considered a report dated 8 August 2023 from the Reserves and Facilities Manager who took the report as read.

Ms Donna Pfefferle and Mr Craig McQuiod (both of Waihi Beach Lifeguard Services) spoke to PowerPoint presentation as follows:

Waihi Beach Lifesaving Services:

- Last two summers statistics;
 - 2021/2022;
 - North End Club House;
 - Services provided – control three sites;
 - Three flagged patrols and one water patrol;
-

- Search and Rescue Squad;
- Highly trained search and rescue squad;
- Training – Surf Sport – Leadership;
- Improving delivery of services;
- Bowentown 9.6 from north end club house;
- Build hub – lifeguards access to flagged patrol;
- Water based roaming patrols;
- Purpose;
- Involving the community in the vision;
- Craig McDonald Project Manager:
- Location on map;
- Building design – floor plan – proposed hub;
- Logistics;
- Proposed lifeguard and emergency services hub; and
- Helping to build in resilience in the community.

The presenters responded to questions as follows:

- The Waihi Beach Lifeguard Services team had met with the BMX community regarding their track, who wanted to modernise it. They discussed that the track could be refigured and the cost of this could be built into this budget.

RESOLUTION PMC23-3.3

Moved: Cr A Sole

Seconded: Cr R Joyce

1. That the Reserves and Facilities Manager's report dated 6 June 2023 and titled 'Proposal to Lease - Waihi Beach Lifeguard Services Incorporated - Bowentown Seaforth Road South Reserve' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council approves in principle to entering a lease with WBLGSI for an area of reserve up to approximately 600m² being part of Lot 1 DPS 75873 for a 20 year term with one 15 year right of renewal.
4. If approval in principle is given, Council approved Option 1 for siting of the building. This approval must not be construed by the applicant, as a guarantee that all other consents required by any policy, by-law, regulation, or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.

AND
5. If approval in principle is given, that staff be directed to publicly notify the proposal in terms of Section 119 of the Reserves Act 1977.

CARRIED

10:50am The meeting adjourned

11:03am The meeting reconvened

10.2 CHANGE TO ORDER OF BUSINESS

The Chairperson requested that the order of report business be changed as follows to allow presenters to be released from the meeting:

10.3 Waihi Beach Stormwater

10.4 Waihi Beach Library & Community Hub Revised Concept Plan

10.5 Te Puke Wastewater Treatment Plant Progress Report

10.6: Resolution to Exclude the Public:

Confidential: 12.1: Waka Kotahi (NZTA) Update on Western Bay Projects

10.7 Proposal to Extend Lease Area – Katikati rugby and sports Incorporated – Moore Park

10.8 Te Puna Station Road Proposal to Open One Lane

10.9 No. 4 Road Bridge Reinstatement

10.10 No. 1 Road Rehabilitation and Widening Programme

10.11 Operational risk and Scorecard Report quarterly Update Ending June 2023.

RESOLUTION PMC23-3.4

Moved: Cr A Henry

Seconded: Cr A Wichers

That, in accordance with standing orders, the order of report business be changed to the following order to allow presenters to be released from the meeting:

10.3 Waihi Beach Stormwater

10.4 Waihi Beach Library & Community Hub Revised Concept Plan

10.5 Te Puke Wastewater Treatment Plant Progress Report

10.6: Resolution to Exclude the Public:

Confidential: 12.1: Waka Kotahi (NZTA) Update on Western Bay Projects

- 10.7 Proposal to Extend Lease Area – Katikati rugby and sports Incorporated – Moore Park
- 10.8 Te Puna Station Road Proposal to Open One Lane
- 10.9 No. 4 Road Bridge Reinstatement
- 10.10 No. 1 Road Rehabilitation and Widening Programme
- 10.11 Operational risk and Scorecard Report quarterly Update Ending June 2023

CARRIED

10.3 WAIHĪ BEACH STORMWATER

The Committee considered a report dated 8 August 2023 from the Asset and Capital Manager who took the report as read.

Ross Goudie (Chairperson – Waihī Beach Community Board) and Rob and Sue Hope (SWAT: Storm Water Action Team – Waihī Beach) were in attendance to speak to this item. They Tabled Item 1: 'Addendum – Jenkinson Street Lane' and provided the following comments:

- SWAT was pleased to be involved in the Stormwater Liaison Group and was working towards the immediate upgrade of the stormwater system.
- It was felt that some of the projects rated as three (not immediate) could be done straight away.
- Was Council going to address the issue of consents for hard (paving and driveways) areas? It was felt this had a major impact on Waihī Beach in terms of flooding/stormwater.
- The people living in Jenkinson Street Lane were very concerned about their future in terms of personal safety and property damage, and the effect of drains on the Pensioner Flats.
- The entrance to the dam storeway was full of vegetation, majorly affecting the effectiveness of the spillway. This needed to be maintained regularly.
- There was an element of understanding amongst residents around the nature of the land at Waihī Beach regarding flooding, however, there was still a lot of discontent.

The Waihī Beach Chairperson spoke to Tabled Item 1, and thanked Council stormwater staff for all their hard work and dedication so far in supporting and finding solutions for the Waihī Beach community.

PowerPoint Presentation from Staff: Waihī Beach Stormwater

The Infrastructure Engineer, Stormwater spoke to a Waihi Beach Stormwater PowerPoint presentation summarising the following points:

- Waihi Beach Stormwater History;
- The Waihi Beach Challenge;
- Two Mile Creek;
- One Mile Creek;
- Browns Drive;
- Wallnutt Avenue;
- Darley Drain;
- Leo Street;
- Marine Avenue;
- Brighton Avenue;
- Palm Grove;
- Hillview Road;
- Citrus Avenue – Didsbury Drive;
- Progress since 29 May event ;
- Flood extents;
- What are we doing differently;
- Stormwater liaison group;
- Project list;
- Projects complexity scale 2;
- Projects complexity scale 3; and
- Feedback on liaison group.

Staff responded to questions as follows:

- Private land holders with holding ponds had to have a maintenance program as required by their resource consent. However, the rainfall event was larger than what was specified in these comprehensive consents.
- In terms of levels of comfort within the Waihi Beach community, it was about looking at what levels of flooding risk could be reduced/mitigated and what infrastructure upgrades could be implemented.
- It was important to acknowledge that even with the above interventions, there would still be parts of Waihi Beach that would flood, as well as some residual risks, after work was completed.
- Part of the original scope of the Waihi Beach earth dam was an upgrade as it was considered a high risk dam, in particular regarding the properties near the camp ground. One of the conditions of it being a high risk dam was that it had to be able to cope with a one in one hundred year event.

11:50am Cr Sole withdrew from the meeting via zoom

The Capital Projects Team Leader spoke to the remainder of the PowerPoint presentation regarding Two Mile Creek summarising the following points:

- Two Mile Creek extension;
- Two Mile Creek extension Stage 1;
- Two Mile Creek Extension Stage 2; and
- And Indicative timeline.

12:10pm Cr Sole re-joined the meeting via zoom

The General Manager Infrastructure made the following comments:

- There would be no impact on the 2023/2024 rates, but debt levels would increase.
- Through the next phase of work there may be some future operations that would come through the Long Term Plan process around costings for each individual project and timing.
- It had been agreed with the Department of Internal Affairs that this increased debt would be transferred to the water services entity. The current expenditure profile was what was showing to be transferred in terms of debt.

RESOLUTION PMC23-3.5

Moved: Cr M Murray-Benge

Seconded: Cr A Henry

1. That the Asset and Capital Manager's report dated 8 August 2023 titled 'Waihi Beach Stormwater' be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That it be noted that projects with a project complexity scale of 1 are a mixture of minor capital, operational and investigation and that these will be progressed over the 2023/24 year.
4. That for Complexity Scale 2 the Committee approves progressing as priority projects the initial design of all large capital works set out in the table below:

No	Project Name	Initial Design Cost (2023/24 FY)	Catchment	Estimated to complete design and consenting
1	One Mile Creek Flow Improvements	\$50,000	1-Mile Creek	3 Yrs
7	Earth Dam - Capital Improvements	\$150,000	1-Mile Creek	3 Yrs

5	Attenuation in Upper Catchment of One Mile Creek	\$20,000	1-Mile Creek	3 Yrs
21	Darley Drain Outlet Improvements - Retaining Wall Renewal	\$30,000	Darley Drain	2 Yrs
32	25 Wilson Road Improvements	\$10,000	Two Mile Creek	1 Yr
36	The Crescent Rd Runoff Management	\$30,000	Two Mile Creek	1 Yr
46	Ōtawhiwhi Drain	\$50,000	Ōtawhiwhi/ Bowentown /Pio Shores	3 Yrs
54	On Call Pumps with Dedicated Wet Wells to Protect Properties from Flooding	\$10,000	Ōtawhiwhi/ Bowentown /Pio Shores	1 Yr
50	Raising Gully Traps in Flood Zone	\$30,000	All Catchments	2 Yrs (completion)

5. That for Complexity Scale 3 Projects the Committee approves progressing as priority projects the high-level concept design and prioritisation as set out in the table below, noting that this will be undertaken with the Liaison Group.

No	Project Name	Catchment
5	Attenuation in Upper Catchment of One Mile Creek	One Mile Creek
15	Improved Overland Flow Jenkinson Street	Darley Drain
16	Investigate Additional Attenuation Locations - Darley Drain	Darley Drain
17	Right angle in Walnut Ave/Marine Ave Pipe	Darley Drain
22	Upper Catchment Attenuation - Darley Drain	Darley Drain
23	Maranui Catchment Re-Diversion	Darley Drain
24	New Pipe - Walnut Ave	Darley Drain
25	Darley Drain Outlet Improvements - Second Outlet	Darley Drain
26	Pump Station at Walnut Ave	Darley Drain

29	Pipe Beach Road to Marine Ave Boardwalk Drain	Darley Drain
29a	Investigate the Use of Beach/Marine Ave Council Reserve for Stormwater Relief	Darley Drain
35	Improvement of Flowpath through Coronation Park	Two Mile Creek
37	Two Mile Creek Upper Catchment Attenuation	Two Mile Creek
38	Otto Road SW PS/Reticulation	Two Mile Creek
62	Shaw Road Pump	Two Mile Creek
69	Pipe Didsbury Street Drain, Edwards St Pump	Three Mile Creek

6. That it be noted that the cost of progressing as a priority the Complexity Scale 2 and 3 projects as set out in the tables will be funded by bringing forward funding from within the Long Term Plan

7. That the extension to the Two Mile Creek bank protection works upstream to the Te Mata block be approved subject to landowner sign off and an approved resource consent variation at an approximate cost of \$1,000,000 funded from the existing Two Mile Creek Budget.

CARRIED

10.4 WAIHĪ BEACH LIBRARY & COMMUNITY HUB REVISED CONCEPT PLAN

The Committee considered a report dated 8 August 2023 from the Project Manager who took the report as read and spoke to a PowerPoint presentation summarising the main points as follows:

- Modern Libraries;
- Project Background;
- Initial concept design;
- Revised concept design;
- Summary of changes;
- Analysis of QS report; and
- Funding and the Long Term Plan.

The Waihi Beach Community Board Chairperson responded to a question as follows:

- Waihi Beach definitely needed more community spaces and would like to see Council proceed with the revised Library & Community Hub concept plan, and be kept in the loop regarding progress.
-

RESOLUTION PMC23-3.6

Moved: Cr A Henry

Seconded: Mayor J Denyer

1. That the Project Manager's report dated 8 August 2023 titled 'Waihi Beach Library and Community Hub Revised Concept Plan' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Projects and Monitoring Committee approve the Waihi Beach Library & Community Hub Revised Concept Plan and agree to proceed with the full design.

CARRIED

12:50pm The meeting adjourned

12:50pm Cr Henry withdrew from the meeting

1:15pm The meeting reconvened

10.5 TE PUKE WASTEWATER TREATMENT PLANT PROGRESS REPORT

The Committee considered a report dated 8 August 2023 from the Water Services Director who took the report as read and spoke to a PowerPoint presentation summarising the following:

- Te Puke Wastewater Treatment Plant Progress – Current Design; and
- Te Puke Wastewater Treatment Plant Progress – Timing of Works.

The Water Services Director responded to questions as follows:

- Bay of Plenty Regional Council deadline conditions needed to be met circa mid 2025. However, further considerations/other arrangements may have to be sought as it was thought these deadlines would not be able to be met.
 - The project was expected to be completed June 2026.
-

RESOLUTION PMC23-3.7

Moved: Mayor J Denyer

Seconded: Cr D Thwaites

1. That the Water Services Director's report dated 8 August 2023, titled 'Te Puke Wastewater Treatment Plant Progress Report', be received.
2. That Council endorses the establishment of a governance and steering group for management of the Te Puke Wastewater Treatment Plant Upgrade.
And
3. That Deputy Mayor John Scrimgeour and Councillor Andy Wichers be appointed on the Te Puke Wastewater Treatment Plant upgrade governance group.
And
4. That Councillors Grant Dally and Richard Crawford be appointed on the Te Puke Wastewater Steering Group.

CARRIED

10.6 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION PMC23-3.8

Moved: Cr M Murray-Benge

Seconded: Cr R Joyce

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
12.1 - Waka Kotahi (NZTA) Update on Western Bay Projects Presentation	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	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

1:30PM THE MEETING MOVED INTO PUBLIC EXCLUDED SESSION.

1:55PM THE MEETING RESUMED IN OPEN SESSION

10.7 PROPOSAL TO EXTEND LEASE AREA - KATIKATI RUGBY AND SPORTS INCORPORATED - MOORE PARK

The Committee considered a report dated 8 August 2023 from the Reserves and Facilities Manager. The report was taken as read.

RESOLUTION PMC23-3.9

Moved: Cr R Joyce

Seconded: Cr A Sole

1. That the Reserves and Facilities Manager's report dated 8 August 2023 and titled Proposal to extend lease area - Katikati Rugby and Sports Incorporated - Moore Park' be received.
 2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
 3. That Council approves in principle to extending the lease area over Section 6 SO 453028, being part of Moore Park, by approximately 24m².
 4. If approval in principle is given, such approval must not be construed by the applicant, as a guarantee that all other consents required by any policy, by-law, regulation, or statute, will be forthcoming. The applicant is responsible for obtaining all required consents at its own cost.
- AND
5. If approval in principle is given, that staff be directed to publicly notify the proposal in terms of Section 119 of the Reserves Act 1977.

CARRIED

10.8 TE PUNA STATION ROAD PROPOSAL TO OPEN ONE LANE

The Committee considered a report dated 8 August 2023 from the Senior Transportation Engineer who took the report as read and spoke to a PowerPoint presentation summarising the main points as follows:

- Clarke Road residents concerns;
- Slip site – current status;
- One way, on-lane, temporary traffic management layout (1 of 2); and
- Proposal to open one lane to one-way eastbound traffic.

The General Manager Infrastructure responded to questions as follows:

- Initially, the full impact on Clarke Road with the closure of Te Puna Station Road was underestimated.
- There was still a possibility to do consultation but it was a question of how broadly this was needed. It could be implemented over the next two to three weeks.
- Te Puna Station Road was not a priority due to limited engineering resources at this time, where other site repairs had to take priority.
- Reopening to one lane was possible but not to two lanes as there was a significant cost that went with this.
- It could be possible to do two lanes using the Governments storm damage funding, however it was uncertain as to whether it would meet the requirements for funding under emergency works. If it didn't meet the requirements and there was no business case for it, it would have to be 100% Council funded.
- Staff needed to go through the options assessments which included discussion with Waka Kotahi.

The General Manager Regulatory Services responded to questions as follows:

- There was an opportunity through most resource consents to carry out a review of conditions.
- JMC Civil Construction Limited (who could not currently use Te Puna Station Road or Clarke Road) had been approached by Council to do a review of their resource consent conditions.

RESOLUTION PMC23-3.10

Moved: Mayor J Denyer

Seconded: Cr D Thwaites

1. That the Senior Transportation Engineer's report dated 8 August 2023 titled 'Te Puna Station Road Proposal to Open One Lane' be received.
 2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
-

3. That Council staff consult with the Te Puna community and wider district on the proposal to reopen Te Puna Station Road on a temporary basis, one way, to east bound traffic.

CARRIED

10.9 NO.4 ROAD BRIDGE REINSTATEMENT

The Committee considered a report dated 8 August 2023 from the Senior Transportation Engineer who took the report as read and spoke to a PowerPoint presentation summarising the main points as follows:

- Former bridge storm damage;
 - Temporary Bailey Bridge; and
 - Options 1 – 4.
-

RESOLUTION PMC23-3.11

Moved: Cr A Wichers

Seconded: Cr M Grainger

1. That the Senior Transportation Engineer's report dated 8 August 2023 titled 'No. 4 Road Bridge - Reinstatement' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Projects and Monitoring Committee approve Council staff seeking feedback from the No. 4 Road community and other key stakeholders.

CARRIED

10.10 NO.1 ROAD REHABILITATION AND WIDENING PROGRAMME

The Committee considered a report dated 8 August 2023 from the Senior Transportation Engineer who took the report as read and spoke to a PowerPoint presentation summarising the main points as follows:

- No. 1 Road Rehabilitation and Widening – maintenance treatments;
- Map of sections of road; and
- Road section statistics.

The General Manager Infrastructure responded to questions as follows:

- It would be desirable to have a shared pathway but the reality was there was no budget (or external funding) for this at the moment to support it.
- The plan at the moment was to proceed with the widening and road rehabilitation and revisit putting in a pathway in the future.

RESOLUTION PMC23-3.12

Moved: Cr G Dally

Seconded: Cr M Murray-Benge

1. That the Senior Transportation Engineer's report dated 8 August 2023 titled 'No.1 Road Rehabilitation and Widening Programme' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Project and Monitoring Committee approves proceeding with pavement reconstruction and widening of sections 2 & 3 and vertical realignment for the future Cannell Farm Drive extension.

Section	Year	Estimated Cost
2	2024/2025	\$1,450,000
3	2023/2024	\$1,750,000

And

4. That implementation of the shared path be reconsidered once sections 2 and 3 of No 1 Road rehabilitation and widening have been completed.

CARRIED

10.11 OPERATIONAL RISK AND SCORECARD REPORT QUARTERLY UPDATE ENDING JUNE 2023

The Committee considered a report dated 8 August 2023 from the Executive Assistant, Infrastructure Group who took the report as read.

The Operations Manager spoke to a PowerPoint presentation on the following items:

- Heron Crescent
- Middlebrook Drive

Staff responded to questions as follows:

Elder Housing:

- Ngai Tamawhariua could not fund the costs associated with consenting to remediate the land or the remediating of the housing units to have them in a habitable state to be lived in.
-

RESOLUTION PMC23-3.13

Moved: Cr T Coxhead

Seconded: Cr M Grainger

That the Executive Assistant, Infrastructure Group's report, dated 8 August 2023, titled 'Operational Risk and Scorecard Report Quarterly Update Ending 30 June 2023' be received.

CARRIED

11 INFORMATION FOR RECEIPT

11.1 WAIHĪ BEACH PENSIONER HOUSING

The Committee considered a report dated 8 August 2023 from the Operations Manager who took the report as read and advised the Committee that the Property Team were in contact with the Waihī Beach pensioner housing tenants on a weekly basis and answered any questions they may have.

RESOLUTION PMC23-3.14

Moved: Cr M Grainger

Seconded: Deputy Mayor J Scrimgeour

1. That the Operations Manager's report dated 8 August 2023 titled 'Waihī Beach Pensioner Housing' be received.

CARRIED

11.2 HALL COMMITTEE PROCESS

The Committee considered a report dated 8 August 2023 from the Operations Manager who took the report as read.

RESOLUTION PMC23-3.15

Moved: Cr M Murray-Benge

Seconded: Cr R Joyce

1. That the Operations Manager's report dated 8 August 2023, titled 'Hall Committee Process' be received.
-

CARRIED

12 RESOLUTION TO EXCLUDE THE PUBLIC**RESOLUTION PMC23-3.16**

Moved: Cr G Dally

Seconded: Cr M Grainger

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
12.2 - Transfer of Report considered in confidence at Performance and Monitoring December 2021	<p>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</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	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
12.3 - Infrastructure Operational Risk Report August 2023 - Confidential	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

CARRIED

The Meeting closed at 3:31pm.

Confirmed as a true and correct record by Council on 3 October 2023.

Unconfirmed

9.2 MINUTES OF THE AUDIT, RISK AND FINANCE COMMITTEE MEETING HELD ON 15 AUGUST 2023

File Number: A5712981

Author: Carolyn Irvin, Senior Governance Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

RECOMMENDATION

That the Minutes of the Audit, Risk and Finance Committee Meeting held on 15 August 2023 be confirmed as a true and correct record and the recommendations therein be adopted.

ATTACHMENTS

- 1. Minutes of the Audit, Risk and Finance Committee Meeting held on 15 August 2023**

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
AUDIT, RISK AND FINANCE COMMITTEE MEETING NO. ARF23-3
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 15 AUGUST 2023 AT 9.30AM**

1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT

Cr M Grainger (Chairperson), Cr T Coxhead, Cr R Crawford, Cr G Dally, Mayor J Denyer, Cr R Joyce, Cr M Murray-Benge, Deputy Mayor J Scrimgeour, Cr A Wichers and Independent Member S Henderson.

VIA ZOOM

Cr A Henry, Cr A Sole and Cr D Thwaites.

3 IN ATTENDANCE

J Holyoake (Chief Executive Officer), R Davie (Deputy CEO/General Manager Strategy and Community), A Henderson (General Manager Corporate Services), A Curtis (General Manager Regulatory Services), C Crow (General Manager Infrastructure Services), G Golding (Governance Manager), A Ali (Chief Financial Officer), E Bernard (Risk and Assurance Manager), D Crowe (Head of People and Capability), C Boyle (Health, Safety and Wellbeing Lead), R Gilligan (Technical Operations Team Leader), N Mogford (Building Services Manager), H Wi Repa (Governance Systems Advisor), and C Irvin (Senior Governance Advisor).

OTHERS IN ATTENDANCE

Bancorp (via zoom)

S Ranchood (Head of Treasury Advisory)

R Woodfield (Client Advisor)

Audit New Zealand

L Pieterse (Audit Director)

4 APOLOGIES

Nil

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

Nil

9 PRESENTATIONS**9.1 BANCORP TREASURY UPDATE AND PRESENTATION**

The Committee considered a report dated 15 August 2023 from the Chief Financial Officer, who took the report as read.

Mr Suresh Ranchood (Head of Treasury Advisory) and Mr Ross Woodfield (Bancorp Client Advisor) were in attendance via Zoom. They spoke to a PowerPoint presentation, summarising the following points:

Audit, Risk, and Finance Update:

- Consumers Price Index (CPI) past peak inflation but China (our customer) is a big worry;
- New Zealand CPI – Annual June 2023;
- New Zealand commodity prices back near three year lows;
- New Zealand bank lending growth;
- Global house prices – New Zealand was No. 2 behind Turkey in 2021;
- The New Zealand housing market;

- Consumer confidence picking up;
- New Zealand OCR, BKBM and swap rates; and
- Forward Swaps Grid.

The presenters responded to questions as follows:

- A factor contributing to the economy at the moment was that a lot of migrants were entering the country, but a lot of skilled people were leaving the country. This was worrying in terms of what was happening at a sector level, i.e., losing essential skilled workers.
- The half billion dollars transferred from the Treasury to the Reserve Bank was essentially to support the Reserve Bank's balance sheet.

RESOLUTION ARF23-3.1

Moved: Cr R Joyce

Seconded: Cr R Crawford

1. That the Chief Financial Officer's report dated 15 August 2023 titled 'Bancorp Treasury Update and Presentation' be received.

CARRIED

10 REPORTS

10.1 CHANGE TO ORDER OF BUSINESS

The Chairperson requested that the order of business be changed as follows: that item 10.1 remain the same and that item 10.6: 'Letter of Representation - Debenture Trust Deed Audit' be brought forward and be addressed as the second item of report business in order to release a presenter from the meeting.

RESOLUTION ARF23-3.2

Moved: Cr M Murray-Benge

Seconded: Deputy Mayor J Scrimgeour

That, in accordance with Standing Orders, the order of business be changed as follows: that item 10.1 remain the same and that item 10.6: 'Letter of Representation - Debenture Trust Deed Audit' be brought forward and be addressed as the second item of report business in order to release a presenter from the meeting.

CARRIED

10.2 AUDIT PLAN, AUDIT FEES AND ENGAGEMENT FOR THE YEAR ENDED 30 JUNE 2023

The Committee considered a report dated 15 August 2023 from the Finance Manager. The report was taken as read. The Chief Financial Officer provided a summary of the report.

Mr Leon Pieterse (Audit New Zealand) was in attendance to speak to the report and noted the following:

- There were a number of assumptions and judgements made in revaluations, which formed quite a big portion of Council's balance sheet. Audit New Zealand was working very closely with the Finance Team towards adopting the Annual Report as scheduled on 26 October 2023.
- The recent weather events meant that some difficult decisions had to be made. A close watch was being kept on assets and service delivery.
- Over the last six years, auditing had become much more complex which required the right level and number of staff. In the past, Audit New Zealand had undercharged local authorities for its services. As such, it had increased its number of staff over the last year which impacted charge out rates and therefore fees. At the moment, audit fees were based on hours and were set. If circumstances changed, this would be revisited.
- International auditing standards were used and converted to apply to New Zealand public sectors.
- Audit New Zealand regularly talked with Council's Finance Team and made sure they were on the same page. It was critical that Council knew the condition of its assets through valuations, information from Council's engineers, and asset value plans. Valuers were independent from Audit New Zealand and from Council.
- Audit New Zealand was an organisation independent from the Government. It was a business arm of the Auditor-General's office. This was critical to ensure its independence.

RESOLUTION ARF23-3.3

Moved: Mayor J Denyer

Seconded: Cr M Murray-Benge

1. That the Finance Manager's report dated 15 August 2023 titled 'Audit Plan, Audit Fees and Engagement for the Year Ended 30 June 2023' be received.

CARRIED

10.3 LETTER OF REPRESENTATION – DEBENTURE TRUST DEED AUDIT

The Committee considered a report dated 15 August 2023 from the Finance Manager. The report was taken as read. The Chief Financial Officer provided a summary of the report.

Mr Leon Pieterse responded to questions as follows:

- The audit would also test the reported governance in relation to the Debenture Trust Deed, and how they were calculated.

RESOLUTION ARF23-3.4

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr M Murray-Benge

1. That the Finance Manager's report dated 15 August 2023 titled 'Letter of Representation – Debenture Trust Deed Audit' be received.

CARRIED

10.52am The meeting adjourned.

10.52am Cr Sole withdrew from the meeting via Zoom.

11.14am The meeting reconvened.

10.4 HEALTH AND SAFETY REPORT – AUGUST 2023

The Committee considered a report dated 15 August 2023 from the Health, Safety and Wellbeing Lead who took the report as read, summarising the main points.

Staff responded to questions as follows:

- A strategy for improving the health, safety, and wellbeing of employees had been developed, and was on Health and Safety's agenda to roll out to the teams for the remainder of the year.
 - It was important that employees felt secure enough to report incidences, including around mental health and wellbeing.
 - Librarians and Animal Services were a risk. A range of changes were occurring around processes and service delivery with key stakeholders, as well as the introduction of new technology.
-

- Contractors to Council were separate as such, but Council was still accountable for them legislatively in terms of health and safety and the Health and Safety Act 2015.

RESOLUTION ARF23-3.5

Moved: Cr R Crawford

Seconded: Mayor J Denyer

1. That the Health, Safety and Wellbeing Lead's report dated 15 August 2023 titled 'Health and Safety Report – August 2023' be received.

CARRIED

10.5 RISK AND ASSURANCE REPORT AUGUST 2023

The Committee considered a report dated 15 August 2023 from the Risk and Assurance Manager, who took the report as read, summarising the main points.

Staff responded to questions as follows:

With the different start dates for the Three Waters transition, there would be job guarantees but there may also be some unfilled positions, which would give other people the opportunity to apply for them.

RESOLUTION ARF23-3.6

Moved: Cr R Joyce

Seconded: Cr T Coxhead

That the Risk and Assurance Manager's report dated 15 August 2023 titled 'Risk and Assurance Report August 2023' be received.

CARRIED

10.6 REVIEW OF ACCOUNTING POLICIES AND KEY ACCOUNTING JUDGEMENTS

The Committee considered a report dated 15 August 2023 from the Finance Manager. The report was taken as read. The Chief Financial Officer provided a summary of the report.

Staff responded to questions as follows:

- A financial instrument was a monetary contract that could be traded such as a stock or bond.
- The Local Government Funding Agency was now creating 'Sustainable Loans' which had a different set of criteria, and which reduced the cost of borrowing. The Finance Team would look at this opportunity moving forward.

RESOLUTION ARF23-3.7

Moved: Cr M Grainger

Seconded: Cr M Murray-Benge

1. That the Finance Manager's report dated 15 August 2023 titled 'Review of Accounting Policies and Key Accounting Judgements' be received.

CARRIED

10.7 FINANCIAL PERFORMANCE UPDATE 31 MAY 2023

The Committee considered a report dated 15 August 2023 from the Finance Manager. The report was taken as read. The Chief Financial Officer provided a summary of the report.

Staff responded to questions as follows:

- When rating for activities, any residual funds went back into the current account of that activity, and this could be drawn on in the future.
- The extreme weather events this year had an impact on the focus of the Finance Team and the risk profile. There was an opportunity to review the program moving into the Long Term Plan.
- Going forward, moving through the Long Term Plan, the Finance Team would identify project management frameworks for projects that included realistic time frames and work involved.

12.01pm Cr Thwaites withdrew from the meeting via Zoom.

RESOLUTION ARF23-3.8

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr R Joyce

2. That the Finance Manager's report dated 15 August 2023 titled 'Financial Performance Update 31 May 2023' be received.
-

CARRIED

11 INFORMATION FOR RECEIPT

11.1 AUDIT, RISK AND FINANCE COMMITTEE WORK PROGRAMME

The Committee considered a report dated 15 August 2023 from the Risk and Assurance Manager who took the report as read, summarising the main points.

RESOLUTION ARF23-3.9

Moved: Cr M Murray-Benge

Seconded: Cr M Grainger

1. That the Risk and Assurance Manager’s report dated 15 August 2023 titled ‘Audit, Risk and Finance Committee Work Programme’ be received.

CARRIED

12.28pm The meeting adjourned.

1.00pm The meeting reconvened.

12 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION ARF23-3.10

Moved: Cr R Joyce

Seconded: Cr M Murray-Benge

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
12.1 - Litigation and Issues Watch Register Update August 2023	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

	s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	information for which good reason for withholding would exist under section 6 or section 7
12.2 - Confidential Risk and Assurance Report August 2023	s7(2)(f)(ii) - the withholding of the information is necessary to maintain the effective conduct of public affairs through the protection of Council members, officers, employees, and persons from improper pressure or harassment	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
12.3 - Outstanding Recommendations Register August 2023	s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege 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		

The Meeting closed at 1:37pm.

Confirmed as a true and correct record by Council on 3 October 2023.

9.3 MINUTES OF THE STRATEGY AND POLICY COMMITTEE MEETING HELD ON 17 AUGUST 2023

File Number: A5716042

Author: Jahneisha Osborne, Governance Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

RECOMMENDATION

That the Minutes of the Strategy and Policy Committee Meeting held on 17 August 2023 be confirmed as a true and correct record and the recommendations therein be adopted.

ATTACHMENTS

- 1. Minutes of the Strategy and Policy Committee Meeting held on 17 August 2023**

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
STRATEGY AND POLICY COMMITTEE MEETING NO. SPC23-5
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON THURSDAY, 17 AUGUST 2023 AT 12.10PM**

1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT

Mayor J Denyer (Chairperson), Cr R Crawford, Cr T Coxhead, Cr G Dally, Cr M Grainger, Cr R Joyce, Cr M Murray-Benge, Deputy Mayor J Scrimgeour, Cr D Thwaites and Cr A Wichers.

VIA ZOOM

Cr A Sole

3 IN ATTENDANCE

J Holyoake (Chief Executive Officer), R Davie (Deputy CEO/General Manager Strategy and Community), A Henderson (General Manager Corporate Services), E Watton (Strategic Policy and Planning Programme Director), C Nepia (Strategic Kaupapa Māori Manager), M Leighton (Policy and Planning Manager), A King (Strategic Advisor: Legislative Reform and Special Projects), G Golding (Governance Manager), J Osborne (Governance Advisor) and P Osborne (Senior Governance Advisor).

4 APOLOGIES

APOLOGY

RESOLUTION SPC23-5.1

Moved: Cr D Thwaites

Seconded: Cr R Joyce

That the apology for absence from Cr Henry and apology for lateness from Cr Sole be accepted.

CARRIED

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

Nil

9 PRESENTATIONS

Nil

10 REPORTS

10.1 SUBMISSION ON 'HE TOHU HUARAHĪ MĀORI BILINGUAL TRAFFIC SIGNS CONSULTATION'

The Committee considered a report dated 17 August 2023 from the Senior Policy Analyst. The report was taken as read.

12.17pm Cr Sole entered the meeting via zoom.

The following comments were made by Elected Members:

- Could consideration be given to having the final submission circulated to Elected Members prior to it being submitted?
 - There was some concern regarding the content of the submission and whether the Elected Members felt they had the opportunity to debate all content prior to it being submitted.
-

RESOLUTION SPC23-5.2

Moved: Cr R Crawford

Seconded: Cr M Murray-Benge

1. That the Senior Policy Analyst's report dated 17 August 2023 titled 'Submission on He Tohu Huarahi Māori Bilingual Traffic Signs Consultation' be received.
2. That the submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information noted.

CARRIED

10.2 SUBMISSION ON WATER SERVICES ENTITIES AMENDMENT BILL

The Committee considered a report dated 17 August 2023 from the Strategic Advisor: Legislative Reform and Special Projects, who provided the Committee with the below updates:

- The Bill received its third reading on Wednesday 16 August 2023.
- Amendments were made, based on Councils submission, to allow Council to continue charging and collecting Financial Contributions.

The following comments were made by Elected Members:

- When was it appropriate to use the term 'broad range of opinions' in a submission?
-

RESOLUTION SPC23-5.3

Moved: Cr M Grainger

Seconded: Cr T Coxhead

1. That the Strategic Advisor: Legislative Reform and Special Projects report dated 17 August 2023 titled 'Submission on Water Services Entities Amendment Bill' be received.
2. That the submission, shown as **Attachment 1** to this report, be received by the Strategy and Policy Committee and the information is noted.

CARRIED

10.3 INVESTIGATION OF THE OPTIONS FOR FUNDING GROWTH-RELATED INFRASTRUCTURE

The Committee considered a report dated 17 August 2023 from the Strategic Policy and Planning Programme Director, who provided the Committee with a brief overview of the report presented.

Staff responded to pātai as follows:

- The Resource Management Legislation Reform contemplated a move away from Financial Contributions, noting that it created another mechanism, referred to as 'Environmental Contributions'. When those Bills received royal descent, it would be possible to see what form and function Environmental Contributions had, noting that this would form part of the suite of considerations through this piece of work. Staff suggested that the amendment to the Local Government Act (LGA) 2002 was the primary catalyst for the majority of councils in the country moving to Development Contributions over Financial Contributions.

RESOLUTION SPC23-5.4

Moved: Cr M Murray-Benge

Seconded: Cr R Joyce

1. That the Strategic Policy and Planning Programme Director's report dated 17 August 2023 titled 'Investigation of the Options for Funding Growth-Related Infrastructure' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the Committee resolves to progress further investigations on the options available for funding growth-related infrastructure. These investigations would include consideration of the matters identified in phase two of the Utility NZ report.
4. That the Committee notes that a decision document relating to the financial contributions for 2023/24 will be prepared for adoption by Council alongside the final Financial Contributions 2023/24, and that the decision document will be in general accordance with the Long-term and Annual Plan Committee resolutions contained in the minutes of APLTP23-6 dated 10 August 2023, and the Strategy and Policy Committee resolutions contained in the minutes of SPC23-5 dated 17 August 2023.

CARRIED

11 INFORMATION FOR RECEIPT

The Meeting closed at 12.28pm.

Confirmed as a true and correct record by Council on 3 October 2023.

Unconfirmed

9.4 MINUTES OF THE COUNCIL MEETING HELD ON 17 AUGUST 2023

File Number: A5716109

Author: Carolyn Irvin, Senior Governance Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

RECOMMENDATION

1. That the Minutes of the Council Meeting held on 17 August 2023 be confirmed as a true and correct record and the recommendations therein be adopted.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

ATTACHMENTS

1. **Minutes of the Council Meeting held on 17 August 2023**

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
EXTRAORDINARY COUNCIL MEETING NO. CL23-13
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON THURSDAY, 17 AUGUST 2023 AT 9.30AM**

1 KARAKIA

Matua John Te Kira Toma opened the meeting with a karakia and waiata.

2 PRESENT

Mayor J Denyer (Chairperson), Deputy Mayor J Scrimgeour, Cr T Coxhead, Cr R Crawford, Cr G Dally, Cr M Grainger, Cr A Henry, Cr R Joyce, Cr M Murray-Benge, Cr D Thwaites and Cr A Wichers

VIA ZOOM

Cr A Sole

3 IN ATTENDANCE

J Holyoake (Chief Executive Officer), R Davie (Deputy CEO/General Manager Strategy and Community), A Henderson (General Manager Corporate Services), A Curtis (General Manager Regulatory Services), C Crowe (GM Infrastructure Services), E Watton (Strategic Policy and Planning Programme Director), C Nepia (Strategic Kaupapa Māori Manager), G Golding (Governance Manager), L Balvert (Communications Manager), M Leighton (Policy and Planning Manager), J Rickard (Community and Strategic Relationships Manager), C Nepia (Planning Coordinator), L Carroll (Āpiha Whenua Māori (Māori Land Specialist), B Urbanc (Kaupapa Māori Specialist - Kaiārahi Hōnonga), P Osborne (Senior Governance Advisor), J Osborne (Governance Advisor), R Leahy (Governance Advisor) and C Irvin (Senior Governance Advisor).

VIA ZOOM

A Ali (Chief Financial Officer), S Bedford (Finance Manager), G Benn (Research and Monitoring Analyst), C Steiner (Senior Policy Analyst) and T Price (Executive Assistant Corporate Services).

OTHERS IN ATTENDANCE

Three members of the press.

4 APOLOGIES

Nil

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

MABEL WHAREKAWA-BURT

- Mrs Wharekawa-Burt introduced herself, acknowledged the families in Maui/Hawaii suffering from the fire events and provided an apology for Shaan Kingi.
- She was here unequivocally in full support of Māori Wards.
- The first attempt by Māori to look at Māori wards provided the realisation that there were many issues to deal with.
- Council was asked today to open their minds and be reminded that 95% of Māori lived a bicultural life, and spoke two languages. How could Council say they knew what was best for Māori, or have a feeling of what was going on, without appropriate connection to Māori and the right Māori representation?
- At the moment it was an 'us and them' situation but this was not the way it should be. It was time to 'take a chance', change the situation and ignite relationships for the future.

ANDY GOWLAND-DOUGLAS - CEO OF TAPUIKA IWI AUTHORITY

- Ms Gowland-Douglas was here today in full support of Māori Wards.
- This was a mechanism that allowed Māori voices to be heard, and to enable them to make decisions for future generations.
- There was a lot of misinformation around the country at the moment about Māori Wards, but this was about facts, social justice, leading with the heart, moving forward together and making the right decision today.

BRONWYN HOKIANGA

- Ms Hokianga was here today in support of Māori Wards, and acknowledged the work done to date by iwi/hapū and Council.
- It was critical to consider factors such as levels of inclusion and diversity, partnership and Ti Tiriti o Waitangi, cultural understanding and sensitivity, empowerment and self determination, amongst other things.
- Ultimately, decision making needed to effectively and appropriately address the aspirations and needs of all, including the Māori community.

KEITH HAY – KATIKATI WAIHĪ BEACH RESIDENTS AND RATEPAYERS ASSOCIATION (KWBRRA)

- KWBRRA was opposed to the establishment of Māori Wards because they felt they were not representative of democracy.
- In 2017 KWBRRA was active in forcing a referendum after Council voted to introduce Māori Wards, resulting in a 78% against result.
- Based on previous pole results, KWBRRA would not be supporting Māori Wards.

GARRY WEBBER – ŌMOKOROA RESIDENT

- Mr Webber was here today in support of Māori Wards.
- In recent years legislation had been amended to fully align the processes for the creation of Māori Wards with the creation of general wards.
- Nowhere in New Zealand legislation or local Government guidelines did it say that a decision could be delayed in the hope of a law change.
- There was no need for any further consultation on the creation of a Māori Ward. It was time to do what was 'tika', what was right.

9 REPORTS**9.1 ESTABLISHMENT OF MĀORI WARDS 2023**

Council considered a report dated 17 August 2023 from the Strategic Kaupapa Māori Manager who took the report as read and welcomed and acknowledged iwi and all others in attendance today.

The Deputy CEO/General Manager Strategy and Community responded to a question as follows:

- The costs associated with holding an election that established Māori Wards would be included within budgeted expenditure for the ordinary local body election, which was budgeted for and transparently included in Council's Long Term Plan.

RESOLUTION CL23-13.1

Moved: Cr R Joyce

Seconded: Cr M Grainger

1. That the Strategic Kaupapa Māori Manager's report dated 17 August 2023 titled 'Establishment of Māori Wards 2023' be received.

CARRIED

RESOLUTION CL23-13.2

Moved: Cr M Murray-Benge

Seconded: Cr A Henry

2. That the reports relates to an issue that is considered to be of medium significance in terms of Council's Significance and engagement Policy.

CARRIED

RESOLUTION CL23-13.3

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr A Wichers

2. That, in accordance with the discretion conferred by section 19z of the Local Electoral Act 2001, Māori Ward(s) shall be established for the next two triennial elections in 2025 and 2028.

CARRIED

A division was called a recorded as follows:

In Favour: Mayor J Denyer, Deputy Mayor J Scrimgeour, Crs R Crawford, G Dally, M Grainger, A Henry, R Joyce, D Thwaites and A Wichers

Against: Crs T Coxhead, M Murray-Benge and A Sole

CARRIED 9/3

10 INFORMATION FOR RECEIPT

Nil

11 RESOLUTION TO EXCLUDE THE PUBLIC

Nil

Matua John Te Kira Toma closed the meeting with a karakia waiata.

The Meeting closed at 11:23am.

Confirmed as a true and correct record at the Council meeting held 3 October 2023.

.....

Mayor J Denyer

CHAIRPERSON / MAYOR

Unconfirmed

9.5 MINUTES OF THE COUNCIL MEETING HELD ON 30 AUGUST 2023

File Number: A5721496

Author: Carolyn Irvin, Senior Governance Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

RECOMMENDATION

1. That the Minutes of the Council Meeting held on 30 August 2023 be confirmed as a true and correct record and the recommendations therein be adopted.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

ATTACHMENTS

1. **Minutes of the Council Meeting held on 30 August 2023**

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
COUNCIL MEETING NO. CL23-14
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON WEDNESDAY, 30 AUGUST 2023 AT 9.30AM**

1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT

Mayor J Denyer (Chairperson), Deputy Mayor J Scrimgeour, Cr T Coxhead, Cr R Crawford, Cr G Dally, Cr M Grainger, Cr A Henry, Cr R Joyce, Cr M Murray-Benge, Cr D Thwaites and Cr A Wichers

VIA ZOOM

Cr A Sole

3 IN ATTENDANCE

J Holyoake (Chief Executive Officer), R Davie (Deputy CEO/General Manager Strategy and Community), A Henderson (General Manager Corporate Services), A Curtis (General Manager Regulatory Services), C Crowe (General Manager Infrastructure Services), A Ali (Chief Financial Officer), E Watton (Strategic Policy and Planning Programme Director), M Leighton (Policy and Planning Manager), J Rickard (Community and Strategic Relationships Manager), D Elvin (Compliance and Monitoring Manager), R Gallagher (Senior Policy Analyst), H Wi Repa (Governance Systems Advisor), J Osborne (Governance Advisor), C Irvin (Senior Governance Advisor) and R Leahy (Governance Advisor).

VIA ZOOM

M Va'ai Matatia (Senior Environmental Planner)

OTHERS IN ATTENDANCE

24 members of the public, in support of the Public Forum speaker.

One member of the press.

4 APOLOGIES

APOLOGY

RESOLUTION CL23-14.1

Moved: Cr A Henry

Seconded: Cr M Murray-Benge

That the apology for lateness from Cr R Joyce be accepted.

CARRIED

5 CONSIDERATION OF LATE ITEMS

5.1 CONSIDERATION OF A LATE OPEN ITEM

The Chairperson advised there was one late item for Council to consider for inclusion in the open section of the agenda, being Supplementary Report: Recommendation from the Annual Plan Long Term Plan Committee – Adoption of the Annual Plan 2023/24.

The reason that this item was not included on the agenda was that it was necessary to update a document and it could not be delayed to the next scheduled Council meeting because it was needed to resolve item 12.1 of this agenda (CL23-14).

RESOLUTION CL23-14.2

Moved: Cr M Grainger

Seconded: Cr T Coxhead

That, in accordance with Section 46A (7) of the Local Government Official Information and Meetings Act, the following item be considered as a late item of open business:

- Supplementary Report: Recommendation from the Annual Plan Long Term Plan Committee – Adoption of the Annual Plan 2023/24.

CARRIED

5.2 CONSIDERATION OF A LATE CONFIDENTIAL ITEM

The Chairperson advised there was one late confidential item for Council to consider for inclusion in the public excluded section of the agenda, being Supplementary Confidential Report: Recommendary Report from the Chief Executive Employment Sub Committee.

The reason that this item was not included on the agenda was because further negotiations were necessary, and it could not be delayed to the next scheduled Council meeting because a presenter had been scheduled for this Council meeting (CL23-14).

RESOLUTION CL23-14.3

Moved: Cr M Grainger

Seconded: Cr T Coxhead

1. That the public be excluded from the following part of this meeting namely: the closed section.
-

2. That in accordance with Section 46A (7) of the Local Government Official Information and Meetings Act the following item be considered as a late item of confidential business:
 1. 'Supplementary Confidential Report: Recommendary Report from the Chief Executive Employment Sub Committee'.

The general subject to 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(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

CARRIED

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution.
Supplementary Confidential Report: Recommendary Report from the Chief Executive Employment Sub Committee	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

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

Kellie Hutchenson – Fluoridation

Ms Hutchenson was in attendance to speak to Council regarding the instruction by the Director-General of Health to fluoridate the drinking water supplies for Athenree and Wharawhara. She provided the following points:

9:36am Cr Joyce entered the meeting.

- Ms Hutchenson requested Council pass a motion to seek an interim injunction through the Courts to stop the Director-General of Health's direction to fluoridate water.
- It was her belief that the Director-General of Health had not considered the most up to date information on fluoridation and referenced findings in the draft Fluoride Toxicity Report from the National Toxicology Program (United States).
- She encouraged Council to work with other councils to seek an interim injunction.
- Anti-fluoride campaigners would be holding a public meeting at the Te Puna Hall on 17 September 2023.

9 COMMUNITY BOARD MINUTES FOR RECEIPT

9.1 MINUTES OF THE KATIKATI COMMUNITY BOARD MEETING HELD ON 26 JULY 2023

RESOLUTION CL23-14.4

Moved: Cr A Henry

Seconded: Cr T Coxhead

That the Minutes of the Katikati Community Board Meeting held on 26 July 2023 be received.

CARRIED

9.2 MINUTES OF THE ŌMOKOROA COMMUNITY BOARD MEETING HELD ON 1 AUGUST 2023

RESOLUTION CL23-14.5

Moved: Cr M Grainger

Seconded: Cr D Thwaites

That the Minutes of the Ōmokoroa Community Board Meeting held on 1 August 2023 be received.

CARRIED

9.3 MINUTES OF THE TE PUKE COMMUNITY BOARD MEETING HELD ON 3 AUGUST 2023

RESOLUTION CL23-14.6

Moved: Cr G Dally

Seconded: Cr A Wichers

That the Minutes of the Te Puke Community Board Meeting held on 3 August 2023 be received.

CARRIED

9.4 MINUTES OF THE MAKETU COMMUNITY BOARD MEETING HELD ON 8 AUGUST 2023

RESOLUTION CL23-14.7

Moved: Cr R Crawford

Seconded: Deputy Mayor J Scrimgeour

That the Minutes of the Maketu Community Board Meeting held on 8 August 2023 be received.

CARRIED

9.5 MINUTES OF THE WAIHĪ BEACH COMMUNITY BOARD MEETING HELD ON 14 AUGUST 2023

RESOLUTION CL23-14.8

Moved: Cr A Henry

Seconded: Cr M Murray-Benge

That the Minutes of the Waihī Beach Community Board Meeting held on 14 August 2023 be received.

CARRIED

10 COUNCIL AND COMMITTEE MINUTES FOR CONFIRMATION

10.1 MINUTES OF THE COUNCIL MEETING HELD ON 20 JULY 2023

RESOLUTION CL23-14.9

Moved: Mayor J Denyer

Seconded: Deputy Mayor J Scrimgeour

1. That the Minutes of the Council Meeting held on 20 July 2023 be confirmed as a true and correct record and the recommendations therein be adopted.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

10.2 MINUTES OF THE ANNUAL PLAN AND LONG TERM PLAN COMMITTEE MEETING HELD ON 25 JULY 2023

RESOLUTION CL23-14.10

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr D Thwaites

That the Minutes of the Annual Plan and Long Term Plan Committee Meeting held on 25 July 2023 be confirmed as a true and correct record and the recommendations therein be adopted.

CARRIED

10.3 MINUTES OF THE ANNUAL PLAN AND LONG TERM PLAN COMMITTEE MEETING HELD ON 10 AUGUST 2023

RESOLUTION CL23-14.11

Moved: Cr M Murray-Benge

Seconded: Cr A Wichers

That the Minutes of the Annual Plan and Long Term Plan Committee Meeting held on 10 August 2023 be confirmed as a true and correct record and the recommendations therein be adopted.

CARRIED

11 COUNCIL AND COMMITTEE MINUTES FOR RECEIPT

11.1 MINUTES OF THE TE KĀHUI MANA WHENUA O TAURANGA MOANA MEETING HELD ON 26 JULY 2023

RESOLUTION CL23-14.12

Moved: Mayor J Denyer

Seconded: Cr M Grainger

That the Minutes of the Te Kāhui Mana Whenua o Tauranga Moana Meeting held on 26 July 2023 be received.

CARRIED

11.2 MINUTES OF THE TE IHU O TE WAKA O TE ARAWA MEETING HELD ON 9 AUGUST 2023

RESOLUTION CL23-14.13

Moved: Cr A Wichers

Seconded: Cr R Crawford

That the Minutes of the Te Ihu o te Waka o Te Arawa Meeting held on 9 August 2023 be received with the following amendment made:

- That Mayor James Denyer's name be added to the attendance list.

CARRIED

12 REPORTS

12.1 CHANGE TO ORDER OF BUSINESS

The Chairperson requested that the next item of business be late open item: 'Supplementary Report: Recommendation from the Annual Plan Long Term Plan Committee – Adoption of the Annual Plan 2023/24', in order to resolve item 12.1 of this agenda (CL23-14).

RESOLUTION CL23-14.14

Moved: Cr M Grainger

Seconded: Cr A Henry

That, in accordance with Standing Orders, the order of business be changed and that late open item 'Supplementary Report: Recommendation from the Annual Plan Long Term Plan Committee – Adoption of the Annual Plan 2023/24' be dealt with as the next item of business.

CARRIED

LATE ITEM

12.2 'SUPPLEMENTARY REPORT: RECOMMENDATION FROM THE ANNUAL PLAN LONG TERM PLAN COMMITTEE – ADOPTION OF THE ANNUAL PLAN 2023/24'

The Committee considered a report from the Senior Governance Advisor. The report was taken as read.

RESOLUTION CL23-14.15

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr A Wichers

1. That the Senior Governance Advisor's report dated 30 August 2023 titled 'Supplementary Report: Recommendation from the Annual Plan Long Term Plan Committee - Adoption of the annual Plan 2023/2024' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the updated Annual Plan 2023/24, as contained in **Attachment A** of this report, be received.
4. That the updated Annual Plan 2023/24, as contained in **Attachment A** of this report replaces **Attachment A** included within the recommendatory report from the Annual Plan and Long Term Plan Committee – Adoption of the Annual Plan [Item 12.1 – Council Agenda CL23-14].

CARRIED

12.3 RECOMMENDATORY REPORT FROM ANNUAL PLAN AND LONG TERM PLAN COMMITTEE – ADOPTION OF THE ANNUAL PLAN 2023/24

Council considered a report dated 30 August 2023 from the Senior Policy Analyst, who took the report as read and noted the following points:

- The project 'radio frequency identification technology for libraries' was technology used to track library books.
 - The rate increase was caused by weather events and the inflationary environment.
-

RESOLUTION CL23-14.16

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr M Grainger

1. That the Senior Policy Analyst's report dated 30 August 2023, titled 'Recommendatory report from Annual Plan and Long Term Plan Committee – Adoption of the Annual Plan 2023/24' be received.
2. That the report relates to an issue that is considered to be of **medium** significance in terms of Council's Significance and Engagement Policy.
3. In accordance with section 80 of the Local Government Act 2002, Council acknowledges that the average rate increase of 7.04% contained in the Annual Plan 2023/24 is inconsistent with Council's Financial Strategy, the reason is due to significantly higher than predicted inflation and economic pressures. Council does intend to review the Financial Strategy as part of the Long Term Plan 2024-2034.
4. As recommended by the Annual Plan and Long Term Plan Committee the Annual Plan 2023/24 be adopted as contained in **Attachment A** of the supplementary (late) report item 11.1 of the 30 August 2023 Council Agenda. The recommendations of the Annual Plan and Long Term Plan Committee are set out in **Attachment B** of this report.
5. As recommended by the Annual Plan and Long Term Plan Committee the Financial Contributions Schedule 2023/24 be adopted as contained in **Attachment C** with the Disclosure Tables for Financial Contributions 2023/24 as contained in **Attachment D**.
6. That, as the formal response to submitters, Council approves the Decision Document (as contained in **Attachment E**), for all submitters, for dissemination as soon as practicable, following the adoption of the Annual Plan 2023/24.
7. That the Chief Executive Officer be delegated the authority to make such minor editorial changes to the Annual Plan 2023/24, and Financial Contributions Schedule 2023/24, and Decision Document, as may be required.

CARRIED

12.4 SETTING OF THE RATES FOR 2023/24 ANNUAL PLAN

Council considered a report dated 30 August 2023 from the Revenue Lead, who took the report as read and noted the following points:

- A minor amendment had been made to one of the titles in the recommendation: 'Land Drainage targeted rate' was changed to 'Community Hall targeted rate.'

RESOLUTION CL23-14.17

Moved: Cr M Murray-Benge

Seconded: Cr A Henry

1. That the Revenue Lead's report dated 30 August 2023 titled 'Setting of Rates for 2023/24 Annual Plan' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council sets the rates set out in resolutions 5, 6, and 10 under the Local Government (Rating) Act 2002, in accordance with the relevant provisions of the Funding Impact Statement in the Annual Plan for 2023/2024, on rating units in the district for the financial year commencing on 1 July 2023 and ending on 30 June 2024.
4. All rates shall be inclusive of Goods and Services Tax (GST).
5. General Rate

A general rate is set under section 13 of the Local Government (Rating) Act 2002 at:
A rate of \$0.00077884 in the dollar of capital value on all rateable rating units in the Western Bay of Plenty District.

Uniform Annual General Charge:

A uniform annual general charge is set under section 15(1)(a) of the Local Government (Rating) Act 2002 at:

A rate of \$243.80 per rating unit.

6. Targeted Rates:

The following targeted rates are set under sections 16(4)(a), 16(4)(b) and 17 of the Local Government (Rating) Act 2002.

Council sets volumetric water supply rates under section 19 of the Local Government (Rating) Act 2002:

Differential roading targeted rate: A targeted rate for roading set on all rateable land in the district (as an amount in the \$ of land value), set differentially on the following categories:

**Amount of the rate
(GST Incl.)**

RESIDENTIAL / RURAL differential category	\$ 0.000610786
COMMERCIAL / INDUSTRIAL differential category	\$ 0.001221571
FORESTRY differential category	\$ 0.000610786
District-wide roading rate: A targeted rate for roading set on all land in the district as a fixed amount per rating unit	\$ 81.98
Rural Roading Rate: A targeted rate for roading set on all rural-zoned land in the district as a fixed amount per rating unit	\$ 381.18
Community board targeted rates	
Community board targeted rates set as a fixed amount per rating unit in respect of all rating units in the relevant area:	
WAIHĪ BEACH - Community Board targeted rate	\$ 31.29
KATIKATI - Community Board targeted rate	\$ 25.64
ŌMOKOROA - Community Board targeted rate	\$ 45.02

TE PUKE - Community Board targeted rate	\$ 35.00
MAKETU - Community Board targeted rate	\$ 161.43
Environmental protection targeted rate	
An environmental protection targeted rate set on all rateable land in the district as a fixed amount per rating unit	\$ 75.31
Solid waste targeted rate	
A solid waste targeted rate set differentially in respect of all land in the following differential categories as a fixed amount per rating unit:	
Western area (WAIHĪ BEACH / KATIKATI) differential category	\$ 108.66
Eastern area (TE PUKE/MAKETU) differential category	\$ 67.35
ŌMOKOROA green waste targeted rate	
A targeted rate for green waste facilities on all rating units in ŌMOKOROA, set as a fixed amount per rating unit.	\$ 64.37
Kerbside collection targeted rate	
A kerbside collection targeted rate set on a differential basis as a fixed amount per rating unit and set in respect of all land in the relevant service area	
Rural service area	\$ 106.00
Urban service area	\$ 166.00
Library services targeted rate	
A targeted rate set as a fixed amount per rating unit on all land in the district	\$ 153.26
Western Water targeted rates	
Metered connection targeted rate: A metered water connection targeted rate, set on all rating units with a metered connection to the Western Water scheme as a fixed amount per connection and set differentially based on the size of the connection	
WATER CONNECTION 20MM	\$ 431.20
ADDITIONAL WATER CONNECTION 20MM	\$ 111.57
WATER CONNECTION 25MM	\$ 241.47
WATER CONNECTION 40MM	\$ 1,293.59
WATER CONNECTION 50MM	\$ 2,263.78
WATER CONNECTION 100MM	\$ 10,348.69
Unmetered connection targeted rate: An unmetered water connection targeted rate, set in respect of all rating units connected to the Western Water scheme (but without a metered connection) as a fixed amount per connection	
	\$ 561.38
Availability targeted rate: An availability targeted rate set in respect of all land which could be connected but is not connected to the scheme	
	\$ 215.60
Volumetric water targeted rate: A volumetric targeted rate for water set as an amount per cubic metre of water consumption	
	\$ 1.24
Capital repayment targeted rate: A targeted rate set as a fixed amount per rating unit on all rating units connected to the Woodland Road water supply extension	
	\$ 606.48

Central Water targeted rates	
Metered connection targeted rate: A metered water connection targeted rate, set on all rating units with a metered connection to the Central Water scheme as a fixed amount per connection and set differentially based on the size of the connection	
WATER CONNECTION 20MM	\$ 431.20
ADDITIONAL WATER CONNECTION 20MM	\$ 111.57
WATER CONNECTION 25MM	\$ 241.47
WATER CONNECTION 50MM	\$ 2,263.78
Unmetered connection targeted rate: An unmetered water connection targeted rate, set in respect of all rating units connected to the Central Water scheme (but without a metered connection) as a fixed amount per connection	\$ 561.38
Availability targeted rate: An availability targeted rate set in respect of all land which could be connected but is not connected to the scheme	\$ 215.60
Volumetric water targeted rate: A volumetric targeted rate for water set as an amount per cubic metre of water consumption	\$ 1.24
Capital repayment targeted rate: A targeted rate set as a fixed amount per rating unit on all rating units connected to the Astelia / Kayelene water supply extension	\$ 696.34
Eastern Water targeted rates	
Metered connection targeted rate: A metered water connection targeted rate, set on all rating units with a metered connection to the Eastern Water scheme as a fixed amount per connection and set differentially based on the size of the connection	
WATER CONNECTION 20MM	\$ 431.20
ADDITIONAL WATER CONNECTION 20MM	\$ 111.57
WATER CONNECTION 25MM	\$ 241.47
WATER CONNECTION 40MM	\$ 1,293.59
WATER CONNECTION 50MM	\$ 2,263.78
WATER CONNECTION 100MM	\$ 10,348.69
WATER CONNECTION 150MM	\$ 23,823.54
Unmetered connection targeted rate: An unmetered water connection targeted rate, set in respect of all rating units connected to the Eastern Water scheme (but without a metered connection) as a fixed amount per connection	\$ 561.38
Availability targeted rate: An availability targeted rate set in respect of all land which could be connected but is not connected to the scheme	\$ 215.60
Volumetric water targeted rate: A volumetric targeted rate for water set as an amount per cubic metre of water consumption	\$ 1.24
Capital repayment targeted rate: A targeted rate set as a fixed amount per rating unit on all rating units connected to the Black Road water supply extension	\$ 587.96
Gibraltar water scheme targeted rate: A targeted rate for water supply on all rating units connected to the Gibraltar water scheme, set as an amount per rating unit	\$ 116.15

WAIHĪ Beach wastewater targeted rates
--

Availability charge: A targeted rate set on all rating units to which WAIHĪ Beach wastewater services are available but which are not connected, set as an amount per rating unit	\$ 553.77
Connection charge: A targeted rate set on all rating units connected to the WAIHĪ Beach wastewater scheme, set as an amount per rating unit	\$ 1,107.53
Multiple pan charge: A targeted rate set on all rating units connected to the WAIHĪ Beach wastewater scheme, set as an amount per water closet or urinal after the first	\$ 929.08
WAIHĪ Beach School: A targeted rate set for wastewater services in respect of the WAIHĪ Beach School, set as an amount per rating unit.	\$ 9,617.54
<u>Katikati wastewater targeted rates</u>	
Availability charge: A targeted rate set on all rating units to which Katikati wastewater services are available but which are not connected, set as an amount per rating unit	\$ 553.77
Connection charge: A targeted rate set on all rating units connected to the Katikati wastewater scheme, set as an amount per rating unit	\$ 1,107.53
Multiple pan charge: A targeted rate set on all rating units connected to the Katikati wastewater scheme, set as an amount per water closet or urinal after the first	\$ 929.08
Katikati College: A targeted rate set for wastewater services in respect of the Katikati College, set as an amount per rating unit.	\$ 27,368.98
Katikati Primary School: A targeted rate set for wastewater services in respect of the Katikati Primary School, set as an amount per rating unit.	\$ 17,523.86
<u>ŌMOKOROA wastewater targeted rates</u>	
Availability charge: A targeted rate set on all rating units to which ŌMOKOROA wastewater services are available but which are not connected, set as an amount per rating unit	\$ 553.77
Connection charge: A targeted rate set on all rating units connected to the ŌMOKOROA wastewater scheme, set as an amount per rating unit	\$ 1,107.53
Multiple pan charge: A targeted rate set on all rating units connected to the ŌMOKOROA wastewater scheme, set as an amount per water closet or urinal after the first	\$ 929.08
ŌMOKOROA Point School: A targeted rate set for wastewater services in respect of the ŌMOKOROA Point School, set as an amount per rating unit.	\$ 7,980.30
<u>Te Puna West wastewater targeted rates</u>	
Availability charge: A targeted rate set on all rating units to which Te Puna West wastewater services are available but which are not connected, set as an amount per rating unit	\$ 553.77
Connection charge: A targeted rate set on all rating units connected to the Te Puna West wastewater scheme, set as an amount per rating unit	\$ 1,107.53
Multiple pan charge: A targeted rate set on all rating units connected to the Te Puna West wastewater scheme, set as an amount per water closet or urinal after the first	\$ 929.08
Capital repayment targeted rate: An optional targeted rate set as a fixed one-off amount per rating unit on all rating units connected to the Te Puna West water supply extension	\$ 10,204.36
Capital repayment targeted rate: If the optional rate above is not chosen a non-optional targeted rate set as a fixed amount per rating unit on all rating units connected to the Te Puna West water supply extension	\$ 1,074.85
<u>Ongare Point wastewater targeted rates</u>	
Availability charge: A targeted rate set on all rating units to which Ongare Point wastewater services are available but which are not connected, set as an amount per rating unit	\$ 553.77
Connection charge: A targeted rate set on all rating units connected to the Ongare Point wastewater scheme, set as an amount per rating unit	\$ 1,107.53

Multiple pan charge: A targeted rate set on all rating units connected to the Ongare Point wastewater scheme, set as an amount per water closet or urinal after the first	\$ 929.08
Capital repayment targeted rate: An optional targeted rate set as a fixed one-off amount per rating unit on all rating units connected to the Ongare Point water supply extension	\$ 10,114.68
Capital repayment targeted rate: If the optional rate above is not chosen a non-optional targeted rate set as a fixed amount per rating unit on all rating units connected to the Ongare Point water supply extension	\$ 1,335.79
Te Puke wastewater targeted rates	
Availability charge: A targeted rate set on all rating units to which Te Puke wastewater services are available but which are not connected, set as an amount per rating unit	\$ 553.77
Connection charge: A targeted rate set on all rating units connected to the Te Puke wastewater scheme, set as an amount per rating unit	\$ 1,107.53
Multiple pan charge: A targeted rate set on all rating units connected to the Te Puke wastewater scheme, set as an amount per water closet or urinal after the first	\$ 929.08
Te Puke High School: A targeted rate set for wastewater services in respect of the Te Puke High School, set as an amount per rating unit.	\$ 14,931.20
Te Puke Intermediate School: A targeted rate set for wastewater services in respect of the Te Puke Intermediate School, set as an amount per rating unit.	\$ 16,152.17
Te Puke Primary School: A targeted rate set for wastewater services in respect of the Te Puke Primary School, set as an amount per rating unit.	\$ 15,178.93
Fairhaven Primary School: A targeted rate set for wastewater services in respect of the Fairhaven Primary School, set as an amount per rating unit.	\$ 13,637.09
Te Timatanga Hou Kohanga: A targeted rate set for wastewater services in respect of the Te Timatanga Hou Kohanga, set as an amount per rating unit.	\$ 278.40
Maketu / Little WAIHĪ wastewater targeted rates	
Availability charge: A targeted rate set on all rating units to which Maketu / Little WAIHĪ wastewater services are available but which are not connected, set as an amount per rating unit	\$ 553.77
Connection charge: A targeted rate set on all rating units connected to the Maketu / Little WAIHĪ wastewater scheme, set as an amount per rating unit	\$ 1,107.53
Multiple pan charge: A targeted rate set on all rating units connected to the Maketu / Little WAIHĪ wastewater scheme, set as an amount per water closet or urinal after the first	\$ 929.08
Maketu Primary School: A targeted rate set for wastewater services in respect of the Maketu Primary School, set as an amount per rating unit.	\$ 3,525.86
WAIHĪ Beach coastal protection targeted rates	
Rock revetment operational targeted rate: A targeted rate set in respect of the defined area of benefit at WAIHĪ Beach, set as an amount per rating unit.	\$ 211.23
Rock revetment capital targeted rate: A targeted rate set in respect of the defined area of benefit at WAIHĪ Beach, set as an amount per rating unit.	\$ 1,510.64
Ward targeted rate: A targeted rate set in respect of all rating units in the WAIHĪ Ward area, as an amount per rating unit	\$ 16.22
WAIHĪ Beach dunes charge - Northern end area of benefit	\$ 751.18
WAIHĪ Beach dunes charge - Glen Isla Place area of benefit	\$ 773.72

Stormwater targeted rate	
A stormwater targeted rate set on all land in the following areas set as a fixed amount per rating unit on a differential basis:	
All rating units in WAIHĪ BEACH, KATIKATI, ŌMOKOROA, TE PUKE	\$ 475.19
All rating units in KAURI POINT, ONGARE POINT, TANNERS POINT, TUAPIRO POINT, TE PUNA, PAENGAROA, PUKEHINA, MAKETU	\$ 204.52
Land drainage targeted rate	
A targeted rate for land drainage set on a differential basis on land in the defined areas and set as an amount per hectare:	
WAIHĪ LAND DRAINAGE CLASS A	\$ 65.55
WAIHĪ LAND DRAINAGE CLASS B	\$ 40.83
WAIHĪ PUMPING DRAINAGE CLASS A	\$ 278.30
WAIHĪ PUMPING DRAINAGE CLASS B	\$ 204.70
WAIHĪ PUMPING DRAINAGE CLASS C	\$ 143.75
Community Hall targeted rate	
Targeted rates set on all land in the defined areas and set as an amount per rating unit	
KATIKATI COMMUNITY HALL CHARGE	\$ 19.95
TE PUNA MEMORIAL HALL CHARGE	\$ 7.04
TE PUNA COMM CENTRE CHARGE	\$ 48.09
PAENGAROA COMMUNITY HALL CHARGE	\$ 20.53
PUKEHINA BEACH COMMUNITY CENTRE	\$ 7.62
PUKEHINA HALL	\$ 35.19
OHAUITI COMMUNITY HALL CHARGE	\$ 57.48
OROI COMMUNITY HALL CHARGE	\$ 47.45
KAIMAI COMMUNITY HALL CHARGE	\$ 25.22
ŌMOKOROA COMMUNITY HALL CHARGE	\$ 13.49
OMANAWA COMMUNITY HALL CHARGE	\$ 26.39
TE RANGA COMMUNITY HALL CHARGE	\$ 29.33
PYES PA COMMUNITY HALL CHARGE	\$ 51.03
TE PUKE COMMUNITY HALL CHARGE	\$ 37.54
WAIHĪ BEACH HALL	\$ 17.60
WHAKAMARAMA HALL CHARGE	\$ 31.67
Promotion targeted rates	
Targeted rates set on all land in the defined areas and set as an amount per rating unit:	
WAIHĪ BEACH PROMOTION	\$ 15.44
WAIHĪ BEACH PROMOTION COMM/IND	\$ 266.81
KATIKATI PROMOTION CHARGE	\$ 9.56

KATIKATI PROMOTION CHARGE COMM/IND	\$ 398.92
KATIKATI TOWN CENTRE DEVELOPMENT	\$ 25.76
TE PUKE PROMOTION	\$ 15.06
TE PUKE PROMOTION COMM/IND	\$ 217.57
TE PUKE PROMOTION MAKETU	\$ 7.16
Pukehina Beach protection targeted rate	
A targeted rate set on all land in the following areas set as a fixed amount per rating unit on a differential basis:	
All rating units in the Coastal area	\$ 53.98
All rating units in the Inland area	\$ 9.65
Community development and grants targeted rates	
Katikati resource centre targeted rate: A targeted rate set on all land in the following areas set as a fixed amount per rating unit on a differential basis:	
All rating units in Katikati	\$ 6.25
All rating units in WAHĪ Beach	\$ 3.07
Heritage museum targeted rate: A targeted rate set in respect of all rating units in the district, as an amount per rating unit	
	\$ 3.61

7. Under section 55 of the Local Government (Rating) Act 2002 and Council's Discount for early payment of rates in current financial year Policy, a 3% discount will be issued on 10 October 2023 provided the conditions in the Policy are met.
8. Under sections 57 and 58 of the Local Government (Rating) Act 2002, the following penalties be applied to unpaid rates, except water consumption rates (set under section 19 of the Local Government (Rating) Act):
- i. A charge of 10 percent on so much of any rates assessed before 1 July 2022, which remains unpaid on 1 July 2023, will be applied a penalty on 6 September 2023.
 - ii. A charge of 10 percent on so much of any instalment that has been assessed after 1 July 2023 and which remains unpaid after the relevant due date stated above, to be added on 11 October 2023 for instalment one and 27 March 2024 for instalment two.
 - iii. A charge of 10 percent on so much of any rates assessed before 1 July 2022, which remains unpaid six months after 9(i) above will be added on 6 March 2024.
9. In accordance with its Rates Postponement for Homeowners Aged Over 65 years Policy, the Western Bay of Plenty District Council sets a \$50.00 postponement fee under section 88 of the Local Government (Rating) Act 2002 for the financial year.

10. A \$50.00 fee will be added to the rates when Council grants postponement. This fee is non-refundable and covers the administration costs associated with processing the application.
11. A \$300.00 fee to be charged once professional counselling has commenced. This fee is to fund the cost of professional counselling so that an informed decision can be made by an applicant on whether to proceed with their application to join the scheme.
12. Water supply rates / Invoices will be issued twice during the year. The due dates for the financial year commencing 1 July 2023 and ending on 30 June 2024 are as follows:

Council Supply Zone	Instalment	Due date
Western Supply Zone 1	1	Monday 18 th September 2023
Western Supply Zone 2	1	Monday 16 th October 2023
Central Supply Zone 1	1	Thursday 2 nd November 2023
Central Supply Zone 2	1	Monday 27 th November 2023
Eastern Supply Zone 1	1	Monday 18 th December 2023
Eastern Supply Zone 2	1	Monday 8 th January 2024
Western Supply Zone 1	2	Tuesday 2 nd April 2024
Western Supply Zone 2	2	Monday 29 th April 2024
Central Supply Zone 1	2	Monday 20 th May 2024
Central Supply Zone 2	2	Monday 10 th June 2024
Council Supply Zone	Instalment	Due date
Eastern Supply Zone 1	2	Monday 8 th July 2024
Eastern Supply Zone 2	2	Monday 29 th July 2024

CARRIED

12.5 ESTABLISHMENT OF A TE PUKE SPATIAL PLAN SUB COMMITTEE

Council considered a report dated 30 August 2023 from the Strategic Advisor: Legislative Reform and Special Projects, who took the report as read and noted the following points:

- The Sub-committee would be made up of members that had a particular interest in Te Puke, including Te Puke Community Board members, Maketu- Te Puke Councillors, and two iwi representatives from Te Ihu o te Waka o Te Arawa.
- The positions of Chairperson and Deputy Chairperson would be decided by the Sub-committee.

RESOLUTION CL23-14.18

Moved: Cr M Grainger

Seconded: Cr T Coxhead

1. That the Strategic Advisor: Legislative Reform and Special Projects report dated 30 August 2023 titled 'Establishment of a Te Puke Spatial Plan Subcommittee' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council establishes a Te Puke Spatial Plan Subcommittee in accordance with the attached Terms of Reference.
4. That the Te Puke Spatial Plan Subcommittee is disestablished following the adoption of the final Te Puke Spatial Plan.

CARRIED

12.6 ENDORSEMENT OF THE SUB-REGIONAL TRANSPORT SYSTEM OPERATING FRAMEWORK FOR SUBMISSION TO THE REGIONAL TRANSPORT PLAN PROCESS

Council considered a report dated 30 August 2023 from the Senior Manager. The report was taken as read.

RESOLUTION CL23-14.19

Moved: Cr M Murray-Benge

Seconded: Mayor J Denyer

1. That the Senior Manager's Report dated 30 August 2023 titled 'Endorsement of the Sub-regional Transport System Operating Framework for Submission to the Regional Transport Plan Process' be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the 2023 Transport System Operating Framework, as detailed in Attachment 1 be endorsed for submission to the Regional Transport Committee.

And

4. That it be noted that Council considers the Takitumu Northern Link Stage 2 is of high priority for Western Bay to:
 - Enable housing development in Ōmokoroa.
 - To reduce excessive congestion.
 - To enable modal shift.
5. That Council endorse the Transport System Operating Framework, v2 programme, which includes the following components:
 - i. Refresh Investment Objectives.
 - ii. Refresh Programme including 86 prioritised projects.
 - iii. Revised Transport System Plan (TSP) Executive Summary, which has been updated to reflect the refresh.

CARRIED

12.7 COMMUNITY MATCHING FUND 2023

Council considered a report dated 30 August 2023 from the Community Outcomes Advisor. The report was taken as read.

Staff responded to questions as follows:

- Applicants provided details of their labour costs to the panel once their project was completed, and the panel determined a fair rate for payment.
 - Advertising for the Community Matching Fund was done through usual Council channels, social media, and the website. Staff were available to support potential candidates and undertook workshops in locations across the district.
-

- The distribution of money by ward varied each year, and was dependent on the projects put forward. There were 61 successful applicants out of approximately 70 applications.

RESOLUTION CL23-14.20

Moved: Cr M Grainger

Seconded: Cr R Joyce

- That the Community Outcomes Advisor's report dated 30 August 2023 titled 'Community Matching Fund Outcomes' be received.
- That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
- That Council note the 2023 Community Matching Fund distributions as follows:

General fund

Aongatete Outdoor Education Centre	\$ 4,000.00
Bowel Cancer Aotearoa NZ	\$ 3,000.00
Complex Chronic Illness Support Inc.	\$ 3,000.00
Drop Deep Skateboarding	\$ 8,000.00
Families Achieving Balance Charitable Trust	\$ 5,000.00
Friends of Te Ranga School	\$ 4,000.00
Graeme Dingle Foundation	\$ 5,000.00
Homes of Hope Charitable trust	\$ 7,750.00
Kaimai Canoe Club	\$ 4,000.00
Katikati A & P Society	\$ 5,000.00
Katch Katikati	\$ 1,000.00
Katikati Community Centre Charitable Trust	\$ 5,000.00
Katikati Innovative Horticulture Trust	\$ 3,000.00
Lions Club of Katikati	\$ 3,000.00
Men Making Miles Te Puke	\$ 3,000.00
Menzshed Katikati	\$ 3,347.00
Nga Kakano Foundation	\$ 3,000.00
ŌMOKOROA Football Club	\$ 1,269.20
ŌMOKOROA Library of Things	\$ 4,000.00
ŌMOKOROA Settlers Hall	\$ 2,202.00

Oropi School	\$ 3,000.00
Otumoetai Te Puna Pony Club	\$ 2,000.00
P.E.T Charitable Trust	\$ 2,750.00
Paengaroa Community Hall Society	\$ 1,150.00
People First NZ	\$ 2,000.00
Pukehina Fishing Club	\$ 1,750.00
Te Puke Heritage Group Inc.	\$ 1,000.00
The Daily Charitable Trust Te Puke	\$ 4,000.00
The Old Library ŌMOKOROA	\$ 1,438.70
Wish for Fish	\$ 2,000.00
Waikato Offroad Racing	\$ 1,450.00
TOTAL	\$100,107

Environmental fund

Friends of Kaimai Views	\$ 1,012.00
Grow On Katikati	\$ 6,000.00
Chrome Collective	\$ 3,037.00
Maketu Ongatoro Wetlands Society	\$ 5,000.00
Pest Free Sharp Road	\$ 5,000.00
Predator Free WAIHĪ Beach	\$ 6,728.86
Pukehina Residents & Ratepayers Association	\$ 1,435.79
Rotoehu Ecological Trust	\$ 10,185.00
Te Arawa Lakes Trust	\$4000.00
Te Ranga School	\$ 4,510.00
The Otanewainuku Kiwi Trust	\$ 1,420.44
Uretara Estuary (Project Parore)	\$ 4,471.12
Western Bay Heritage Trust - Western Bay Museum	\$ 1,200.00
Western Bay Heritage Trust - Western Bay Museum	\$ 6,000.00
TOTAL	\$60,000

CARRIED

12.8 TOURISM BAY OF PLENTY STATEMENT OF INTENT 2023/24 TO 2025/26

Council considered a report dated 30 August 2023 from the Community and Strategic Relationships Manager. The report was taken as read.

Staff responded to questions as follows:

- Councillors had been provided with the draft Tourism Bay of Plenty Draft Statement of Intent. No changes had been requested.
- Tourism Bay of Plenty was working towards creating experiences in the Tauranga/Western Bay of Plenty area to attract tourists. Areas like Waihi Beach and Maketu could become destination stops for cruise ship tourist operators.
- Tauranga City Council decided to provide additional funding to Tourism Bay of Plenty for a period of three years. This had now ended, resulting in a reduction of funding.
- Funding for Tourism Bay of Plenty would be discussed through the Long Term Plan process.
- Bay of Plenty Regional Council required funding in the 2023/24 year for 'The Green Room' programme, which focused on sustainable business development for tourist operators.

RESOLUTION CL23-14.21

Moved: Cr R Crawford

Seconded: Cr T Coxhead

1. That the Community and Strategic Relationships Manager's report dated 30 August 2023 titled Tourism Bay of Plenty Statement of Intent 2023/24 to 2025/26, be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That Council receives the Tourism Bay of Plenty Statement of Intent 2023/24 to 2025/26, included as Attachment 1 to this report.
4. That Council notes that Tauranga City Council, as joint shareholder, received the final Tourism Bay of Plenty Statement of Intent 2023/24 to 2025/26 at its Council meeting on 14th August 2023.

CARRIED

12.9 ANNUAL REPORT ON DOG CONTROL POLICY AND PRACTICES 2022-2023

Council considered a report dated 30 August 2023 from the Compliance and Monitoring Manager. The report was taken as read.

Staff responded to questions as follows:

- A team of five Animal Services Officers worked across the district to ensure dogs were registered, and that non-compliant owners had infringement notices sent to them.
- In the past year, the number of known dogs decreased due to owners notifying Council that their dog was deceased, or that they were no longer in the district.
- Expanding on-leash or leash free areas for dogs could be considered when the Dog Control Policy and Bylaw was reviewed.
- The statutory report provided to the Department of Internal Affairs did not require Council's dog euthanasia statistics.
- Council endeavoured to adopt out as many dogs as possible.

RESOLUTION CL23-14.22

Moved: Cr M Murray-Benge

Seconded: Cr G Dally

1. That the Compliance and Monitoring Manager's report, dated 11 August 2023 titled 'Annual Report on Dog Control Policy and Practices 2022-2023' be received.
2. That pursuant to Section 10A of the Dog Control Act 1996, the Western Bay of Plenty District Council Annual Report on Dog Control Policy, and Practices for 2022-2023 be adopted and publicly notified.

CARRIED

12.10 ANNUAL REPORT ON WESTERN BAY OF PLENTY DISTRICT LICENSING COMMITTEE 2022-2023

Council considered a report dated 30 August 2023 from the Compliance and Monitoring Manager, who took the report as read, summarising the main points.

Staff responded to questions as follows:

- The revenues earned through alcohol licensing fees were prescribed by Central Government, and did not cover the costs of undertaking the licensing regulatory
-

activities. Council had highlighted this to the Alcohol Regulatory and Licensing Authority.

- Central Government was currently undertaking a review of the alcohol licensing fees.
 - In the last 12 months, there had been no lobbying activity regarding alcohol license applications. Legislation would soon change to allow anyone to object to an alcohol license application regardless of where they lived.
 - Council made a submission to the Sale and Supply of Alcohol Amendment Bill through the New Zealand Institute of Liquor Licensing Inspectors.
 - Te Puke and Maketu had a limit on the number of bottles stores allowed to operate in their respective areas. No new bottle stores could be established; however, owners could still sell their existing bottle store businesses.
 - An external contractor had been hired in 2022 to fill the role of Alcohol Licensing Inspector until a replacement could be hired.
-

RESOLUTION CL23-14.23

Moved: Cr G Dally

Seconded: Cr A Henry

That the Compliance and Monitoring Manager's report dated 30 August 2023 titled 'Annual Report on Western Bay of Plenty District Licensing Committee 2022-2023' be received and the information noted.

CARRIED

12.11 MAYOR'S REPORT TO COUNCIL

Council considered a report dated 30 August 2023 from the Senior Executive Assistant Mayor/CEO. The report was taken as read.

Elected Members comments:

- Councillors requested that future Mayor's reports included a summary of his engagement at the Local Government New Zealand Conference, and a link to any relevant material.
 - A request was made for a breakdown of the Cyclone Gabrielle Disaster Relief Fund.
-

RESOLUTION CL23-14.24

Moved: Cr M Grainger

Seconded: Cr M Murray-Benge

That the Senior Executive Assistant to Mayor/CEO's report dated 30 August 2023 titled 'Mayors Report to Council' be received.

CARRIED

13 INFORMATION FOR RECEIPT

13.1 CORRESPONDENCE WITH THE MINISTRY OF HEALTH REGARDING FLUORIDE

Council considered a report dated 30 August 2023 from the Senior Policy Analyst who took the report as read and noted the following point:

- The infrastructure for fluoridation must be in place before 1 July 2025. Procurement processes for this project would need to start in early 2024.

Elected Members comment:

- A request was made that staff provide a report to Councillors on whether there were grounds to pursue an interim injunction against the Director-General of Health's directive to fluoridate water in Athenree.

RESOLUTION CL23-14.25

Moved: Cr M Grainger

Seconded: Mayor J Denyer

That the Senior Policy Analyst's report dated 30 August 2023, titled 'Correspondence with the Ministry of Health Regarding Fluoride', be received.

CARRIED

14 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION CL23-14.26

Moved: Mayor J Denyer

Seconded: Cr A Henry

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
<p>14.1 - Confidential Minutes of the Council Meeting held on 20 July 2023</p>	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>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)</p>	<p>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</p>
<p>CARRIED</p>		

the Meeting closed at 11:42am.

Confirmed as a true and correct record at the Council meeting held 3 October 2023.

.....

Mayor J Denyer

CHAIRPERSON / MAYOR

10 REPORTS

10.1 DRAFT SPEED MANAGEMENT PLAN

File Number: A5717452

Author: Calum McLean, Senior Transportation Engineer

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

Council is required to produce a Speed Management Plan (SMP) under the Land Transport Rule: Setting of Speed Limits 2022. This replaces the Speed Limit Bylaw and is the key tool used to determine speed limits on our local roading network.

A range of factors have been used to determine appropriate speed limits including Waka Kotahi guidance on safe and appropriate speeds, community feedback and local knowledge.

The general approach to speed limits outlined in the SMP is 50 kilometres per hour (kph) for urban roads and 80 kph for rural roads, with exceptions including schools, marae, town centres and Council identified priority areas.

Following consultation, Council is required to endorse the SMP for certification by the Waka Kotahi Director of Land Transport. The SMP is then incorporated into a Regional Speed Management Plan for the Bay of Plenty.

RECOMMENDATION

1. That the Senior Transportation Engineer report dated 3 October 2023, titled 'Draft Speed Management Plan' be received.
2. That the report relates to an issue that is considered to be of **medium** significance in terms of Council's Significance and Engagement Policy.
3. That Council adopt the Draft Speed Management Plan included in Attachment 1 for consultation.

BACKGROUND

The SMP outlines the approach to managing speed on Council's local roading network.

This is the first SMP for the Western Bay of Plenty district and is required under the Land Transport Rule: Setting of Speed Limits 2022. This Rule has been developed to give effect to Road to Zero, the national road safety strategy.

The SMP identifies areas for improved speed management by outlining proposed speed limit reductions that will take place over the next ten years, with a focus on the first three years.

Following consultation, the SMP is required to be submitted to the Director of Land Transport for certification then included in the Regional Speed Management Plan.

The cost of implementing the SMP is shared between Council and Waka Kotahi as the agent for the New Zealand Government. The guidelines for receiving this funding include the requirement for projects to support speed management and a reduction in death and serious injuries. The first review of the SMP will occur in 2026/2027.

DRAFT SPEED MANAGEMENT PLAN

A safe and appropriate speed limit aims to minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces. Waka Kotahi have identified safe and appropriate speed limits for different road categories to achieve Road to Zero objectives, the national road safety strategy.

Approximately 10% of the local roading network currently complies with safe and appropriate speeds recommended by Waka Kotahi.

In determining what constitutes an appropriate speed limit for each road section Council has applied a range of factors as follows:

- The safe and appropriate speed (as identified by Waka Kotahi),
- Community feedback, and
- Local knowledge.

The general approach to speed limits outlined in the SMP is 50 kph for urban roads and 80 kph for rural roads, with exceptions including schools, marae, town centres and community identified priority areas.

Priorities for speed limit reductions and safety improvements over the next three years focus on:

- Urban and rural schools,
- Marae,
- Areas identified by the community as requiring a speed limit reduction, and
- Areas where there is a high concentration of people such as town centres.

Full implementation of this SMP will increase compliance with safe and appropriate speeds set by Waka Kotahi from 10% to 21%. It is acknowledged that the benefits intended by Road to Zero and the Waka Kotahi recommended speed limits may not be fully realised on our local roading network, and that there is a risk that the draft SMP may not be approved by Waka Kotahi. However, Council considers that its important to reflect local knowledge of the roading network and respond to community feedback in this regard, in addition to consideration of nationally applied standards.

SIGNIFICANCE AND ENGAGEMENT

The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy.

In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.

In terms of the Significance and Engagement Policy this decision is considered to be of **medium** significance because the SMP applies to the district local roading network therefore affects a large part of the community that utilise this network, some community views are already known from previous engagement processes, and there is a legal requirement to engage with the community.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Engagement with iwi and hapū, schools/kura, Waka Kotahi, the community and key stakeholders has helped to develop the SMP so that it best supports the needs of the community and improves road safety outcomes.

Engagement feedback that has been used to inform the draft SMP has included:

- Meetings with school principals/Board of Trustees.
- Meetings with iwi and hapū (ongoing).
- Meetings with the community boards as part of the Long Term Plan process.
- Tō wāhi feedback from May/June 2023 asking which roads the community would like to see speed limit reductions on.
- Feedback received from the 2022 review of the Speed Limit Bylaw.

Consultation on the draft SMP will occur for a four week period from 26 October to 23 November 2023. A summary document will be developed along with maps outlining the proposed changes, with the ability to pin comments on these maps.

ISSUES AND OPTIONS ASSESSMENT

Option A	
That Council adopt the Draft Speed Management Plan included in Attachment 1 for consultation.	
Assessment of advantages and disadvantages including impact on each of the four well-beings: <ul style="list-style-type: none"> - Economic - Social - Cultural - Environmental 	<ul style="list-style-type: none"> - Required to be developed to set speed limits for the district. - Considers a range of factors in determining speed limits that are considered appropriate for the district. - Reflects community feedback to date. - Focusses on areas considered to be a high priority including schools, marae and town centres. - Risk of the SMP not being certified or approved by Waka Kotahi as a range of factors have been used to consider speed limit requirements meaning some road sections will have a speed limit that aligns with the safe and appropriate speed, and others will be higher or lower.
Costs (including present and future costs, direct, indirect and contingent costs).	The implementation plan will be used to develop a forward works programme for Road to Zero, and funding will be sought for works to support speed management on these roads. The majority of implementation is intended to be funded via the low cost, low risk bulk fund.
Option B	
That Council does not adopt the Draft Speed Management Plan included in Attachment 1 for consultation.	
Assessment of advantages and disadvantages including impact on each of the four well-beings: <ul style="list-style-type: none"> - Economic - Social - Cultural - Environmental 	<ul style="list-style-type: none"> - Current speed limits apply. - Any changes required to go through an approval process via Waka Kotahi and may require consultation. - Impact's ability to secure funding for speed limit changes and safety improvements. - Impacts the ability to meet school targets by 2027. The Rule requires that we make reasonable efforts to reduce speed limits around all schools by end of December 2027 (100%), with an interim target of 40% of schools by 30 June 2024.
Costs (including present and future costs, direct, indirect and contingent costs).	Constrains ability to secure funding for speed limit changes and safety improvements.

STATUTORY COMPLIANCE

The SMP is required under Section 3 of the Land Transport Rule: Setting of Speed Limits 2022.

FUNDING/BUDGET IMPLICATIONS**Budget Funding Information**

The implementation plan will be used to develop a forward works programme for Road to Zero, and funding will be sought for works to support speed management on these roads.

The majority of implementation is intended to be funded via the low cost, low risk bulk fund.

ATTACHMENTS

- 1. Draft Speed Management Plan (2023) – for consultation**  

Western Bay of Plenty District Council**Speed Management Plan****Draft for consultation (28 September 2023)****Overview**

This Plan outlines our approach to managing speed limits on the local roading network.

This is the first 'Speed Management Plan' for our district and is required under the Land Transport Rule: Setting of Speed Limits 2022.

Speed Management Plans are a response to Road to Zero, the national road safety strategy aimed at reducing the probability of deaths and/or serious injuries from crashes. To achieve Road to Zero objectives, Waka Kotahi have recommended Safe and Appropriate Speeds for each road type relative to how they are used.

Approximately 10% of our network currently complies with Safe and Appropriate Speeds recommended by Waka Kotahi.

Council regularly receives feedback from the community on speed limits and improving road safety. Our roading network is used by many people, of all ages and abilities, in different ways and for different purposes. Given we are a growing and increasingly busy community, it has never been more important to make sure our roads are safe for everyone.

Our aim is to provide a safe road network for all road users regardless of age, ability and mode of travel. Council considers that the best way to do this for our community is to apply a range of criteria to determine what constitutes an appropriate speed limit including:

- the Safe and Appropriate Speed (as identified by Waka Kotahi),
- community feedback, and
- local knowledge.

Full implementation of this Plan based on the above criteria will increase our network compliance with Safe and Appropriate Speeds recommended by Waka Kotahi to 21%.

We will prioritise implementation over the next three years to initially focus on:

- Schools
- Marae (and associated community hubs)
- Other high-risk and high benefit areas (e.g. places with a high concentration of people like town centres)
- Areas identified by the community as important (e.g. particular roads or areas where there is local community support for a speed limit reduction).

Speed limit reductions and safety improvements in priority areas may also trigger the need to change speed limits in neighbouring roads to achieve a logical and efficient roll out of this Plan. Speed limit reductions on the rest of the roading network will follow once the priority areas have been addressed.

Implementation of speed limit reductions will be programmed to best reflect the characteristics of our local roading network and help balance legislative requirements and community feedback on priority areas, with funding and resourcing to implement changes. The costs of implementing road safety initiatives will be shared between Western Bay of Plenty District Council and Waka Kotahi. The guidelines for receiving this funding include the requirement for projects to support speed management and a reduction in death and serious injuries.

What is in place to implement Road to Zero at a local level?

Road to Zero is the Government’s strategy to guide improvements in road safety. The strategy’s vision is for Aotearoa – New Zealand to be a country where no one is killed or seriously injured in road crashes. This means no deaths or serious injuries while travelling on our roads are acceptable. Road to Zero adopts the Safe System Approach which recognises that crashes are inevitable but deaths and serious injuries are not.

The Land Transport Rule: Setting of Speed Limits 2022 replaces the Land Transport Rule: Setting of Speed Limits 2017, which required speed limits to be set through bylaws (now replaced with Speed Management Plans). All speed limit records are held in the National Speed Limit Register and any change to an existing speed limit must conform to the changes proposed in a speed management plan to enable it to be certified and become operative.

The Speed Management Guide – Road to Zero edition provides a national assessment framework for determining safe and appropriate speeds on Aotearoa – New Zealand’s entire road network, based on international best practice. It provides guidance on how to progressively align Safe and Appropriate Speeds with road function, design, safety and use, utilising the One Network Framework to take road user type and volume, and place functions into account.

The One Network Framework (Figure 1) is the national classification system for Aotearoa – New Zealand roads and streets. It recognises that the transport network has a ‘place’ function as well as a ‘movement’ function. Roads and streets are destinations (places) for people as well as serving a transport purpose (movement).



Figure 1: One Network Framework. Source: Speed Management Guide – Road to Zero edition.

Under the framework, roads and streets are grouped into categories, depending on their movement and place importance. The framework also includes classifications for different modes of transport such as freight and public transport, recognising that roads and streets have different functions for different modes. The recommended safe and appropriate speeds for the different road classifications are included in **Appendix 1**.

What does this mean for our district?

Rather than only apply nationally developed standards to our local roading network, Council have applied a range of factors to determine what constitutes an appropriate speed limit including:

- the safe and appropriate speed (as identified by Waka Kotahi)
- community feedback
- local knowledge

This provides greater account of local knowledge and community feedback, in addition to some consideration of nationally developed standards.

Some road sections will have a speed limit that aligns with the Safe and Appropriate Speed, others will be higher or lower. The implementation plan outlines what this means for our local roading network, and the proposed timing of these changes.

A staged approach to implementation will focus on priority areas initially and then roll out to other areas in the district as resources and funding allows and in accordance with the timeframes outlined in the Rule.

What is speed management and what role does Council have in this?

Speed management is about using a range of techniques to reduce the harm experienced on our roads, it's not just about setting speed limits. It includes:

- installing infrastructure that encourages appropriate speeds,
- enforcement to encourage people to keep to the limits,
- road safety education, and
- setting safe and appropriate speed limits.

This is consistent with the 'safe systems approach' where all elements play their role and where people can travel without fear of not making it home.

As a Road Controlling Authority Council plays a key role in implementing speed limits, infrastructure and road upgrades to achieve a safer road environment, with our approach and priorities outlined in this Speed Management Plan.

We are also part of the Travel Safe initiative run by Tauranga City Council with programmes delivered in schools across the district. Travel Safe works alongside the community at "grassroots level" to improve road safety awareness and active transport across all ages. For example, in 2019 the Be Bright Be Seen campaign by Western Bay of Plenty District and Tauranga City councils, Travel Safe and NZ Police encouraged bike riders and walkers to take extra care by being fully visible on the roads. Packhouses and local communities in Katikati and Te Puke were encouraged to promote the 'be bright, be safe, be seen' message to their workforce.

Some aspects of speed management are outside of Council's jurisdiction such as enforcement. We will continue to work with Waka Kotahi on speed camera placement and with New Zealand Police on monitoring and enforcement.

Waka Kotahi is responsible for the State Highway network and has a Draft Interim State Highway Speed Management Plan. State Highway 2, 29, 33 and 36 are in our district, so we have engaged with Waka Kotahi to ensure our plans align.

For example, State Highway 2 is the most feasible route for access to the Waikato, Auckland, and wider New Zealand for approximately half of our District. It is also a key entry point to the Bay of Plenty for freight, particularly accessing the Port of Tauranga, and for visitors. A safe and efficient route is an absolute necessity for economic and social wellbeing.

Council supports Waka Kotahi undertaking education campaigns to build community acceptance and understanding of any changes to speed limits and the rationale for their implementation. It is imperative that our community understand the reasons behind the changes and the research behind these decisions. Understanding the 'why', is key to increasing compliance and will ultimately save more lives.

Is speed an issue in Western Bay of Plenty?

About our district

Western Bay of Plenty district stretches from Waihi Beach in the north to Otamarakau in the south and covers 195,000 hectares of coastal, rural and urban areas. Urban areas include the towns of Waihi Beach, Katikati, Ōmokoroa, and Te Puke. Smaller rural settlements are located across the district.

Along the Pacific Coast, Waihi Beach and Pukehina Beach have grown from being popular holiday places to places with a higher proportion of permanent residents. The spread of settlements across the district places increased importance on the provision of a safe and reliable transport network to help people get around. Due to the largely rural nature of our district, the reliance on personal vehicles will likely remain high.

In 1991 the district population was 30,000. The Western Bay of Plenty sub-region is now one of the fastest growing areas in New Zealand and includes Tauranga City with 154,550 people and Western Bay of Plenty District with an estimated 57,355 people (2021). Our district population is projected to grow to 71,367 in 2051. Most of this growth will be in Ōmokoroa where the population will more than double over the next 30 years, increasing from 4,575 in 2021 to 12,086 people in 2051.

What the statistics tell us

The number of crashes resulting in fatalities or serious injuries on the local road network has fluctuated over time - Refer Figure 2. This shows crashes on our local road network and excludes crashes that occur on State Highways in the Western Bay.

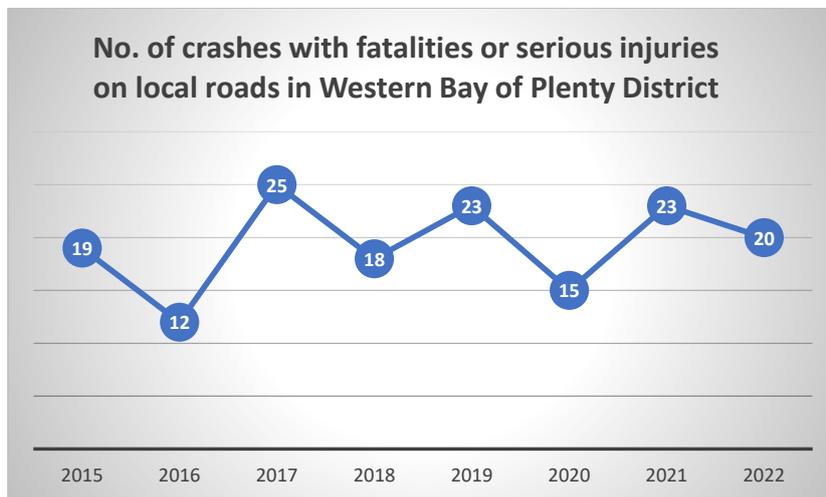


Figure 2: No. of crashes resulting in fatalities or serious injuries. Source: Waka Kotahi Crash Analysis System (CAS). Note 2020 stats are likely to be impacted by the COVID-19 lockdowns.

The Department of Internal Affairs requires Council to report on this on an annual basis. The measure is intended to provide information for members of the public on trends in

road safety in their area. Speed will always be a factor in fatalities and serious injuries because collision force is a function of speed.

The Communities at Risk Register¹ developed by Waka Kotahi identifies communities overrepresented (above the mean) in road safety risk. Western Bay of Plenty district ranks as a medium concern in terms of young drivers aged 16-24 years and speeding too fast for the conditions, and a high concern for alcohol and/or drug related crashes.

What our community has told us

We know that for many people in our community, there is more we can do to improve road safety on our roads. There is also a view that other factors such as a lack of enforcement and road maintenance play more of a role in crashes than speed limits.

Community Plans and Town Centre Plans identify community safety as a key issue, with provision of a safe road environment being a consistent theme.

Our community has supported sustained investment in development of the walking and cycling network to provide alternative modes of transport in a safe environment.

A review of the Speed Limits Bylaw in 2020 responded to numerous requests for speed limit changes from members of the community, community boards and through submissions to other consultation processes. Over 220 submissions were received to the bylaw review with majority support for speed limit reductions across the local roading network. Some submissions requested lower speed limits than what was proposed and speed limit reductions in areas that were not included in the proposal. These have been considered in development of this Plan.

Most recently, we received feedback on the Draft 2023/2024 Annual Plan requesting speed limit reductions and road safety improvements on Tanners Point Road, the entrance to Maketu, Maketu Road and Little Waihi Road.

Your Place/Tō wāhi is Council's overarching community engagement campaign for several projects and reviews in 2023-2024 including the Long Term Plan and this Speed Management Plan. Over 30,000 pieces of feedback were received.

In addition to feedback on neighbourhood speed limits and safety, 810 pieces of feedback were received on where speed limit reductions were required on local roads. Summarised feedback was:

- Most feedback supported speed limit reductions and safety improvements on local roads and state highways.
- Feedback from those who are against changing speed limits think that the issue is a lack of enforcement and because roads aren't maintained or designed well. For

¹ The Communities at Risk Register uses fatal and serious injury crash data from the Crash Analysis System over the latest five year period, 2017 – 2021. It provides a ranking based upon personal risk to road users. This is used to highlight areas where a crash is more likely to occur based on use of the road network.
<https://www.nzta.govt.nz/resources/communities-at-risk-register/>

reference, **Appendix 2** outlines common myths about speed and safety on roads, and responses to these.

- There was general support for schools having speed limit reductions and safety improvements.
- There was support for speed limit reductions on state highways where they run through towns.
- There was support for speed limit reductions throughout Matakana Island.

This feedback has helped to inform priorities outlined in the Plan.

How we developed this plan

Engagement with iwi and hapū, schools/kura, Waka Kotahi, the community and key stakeholders has helped to develop a Plan that best supports the needs of the community and improve road safety outcomes.

We also made sure we had a good understanding of community feedback received through other community engagement processes.

Māori engagement

The requirement for a Speed Management Plan was introduced to iwi and hapū representatives at the Te Ihu o te Waka o Te Arawa Forum and Te Kahui Mana Whenua o Tauranga Moana Forum in March 2023. We acknowledged the need to meet at a hapū level to understand local safety issues around marae and other important locations. We were also aware of local road safety issues previously raised by iwi and hapū, and these provided a starting point for our discussions.

All Marae were contacted via their iwi and hapū representatives and invited to identify safety issues in their local area. This feedback will continue to help inform priorities for implementation of this Plan. As part of Council's ongoing relationship with Māori, we will continue to work together to understand local issues and potential responses.

We will apply flexibility to the implementation programme should further priorities for safety improvements arise throughout the course of this Plan and before the next review in 2026.

School engagement

The Rule requires that we make reasonable efforts to reduce speed limits around all schools by end of December 2027 (100%), with an interim target of 40% of schools by 30 June 2024. For our district, nine schools must have new speed limits in place by June 2024 to meet the interim target.

Category one² school areas require 30kph (fixed or variable) speed limits but may retain 40kph limits if these were in place prior to consultation on the new Speed Rule. Category two³ school areas require using a maximum of 60kph speed limits with an explanation about how Safe System principles will be met.

All schools/kura were contacted to identify safety issues with their local roads. Their feedback helped to inform priorities for implementation of this Plan and to assist in achieving the speed limit reduction targets outlined above.

² Category One schools are generally urban based and have a high number of more vulnerable road users in the vicinity with consequently higher risk.

³ Category Two schools are generally rural based and are in areas with less comparative risk to vulnerable road users (e.g pupils are driven or bus to school with off road pick up and drop off space, active transport modes are less practical).

Stakeholder engagement

Council has had ongoing communication with the Bay of Plenty Regional Council regarding inclusion of the plan in the Regional Speed Management Plan. Waka Kotahi provided guidance and advice to assist with development of this Plan and to ensure alignment with the Draft Interim State Highway Speed Management Plan, particularly for schools located on state highways (e.g. Kaimai School and Pyes Pa School).

Community engagement

The Your Place/Tō wāhi community engagement campaign in May – June 2023 received 810 pieces of feedback to the question “*Which roads in your community would benefit from a reduction of the speed limit?*” In addition, feedback on safety issues and speed limit reductions were received via questions related to Council’s Transportation Activity review.

Individual meetings were held with the five Community Boards (Katikati, Waihi Beach, Te Puke, Ōmokoroa and Maketu) to understand specific road safety concerns in their community and requested speed limit reductions.

What we are wanting to achieve over the next 10 years

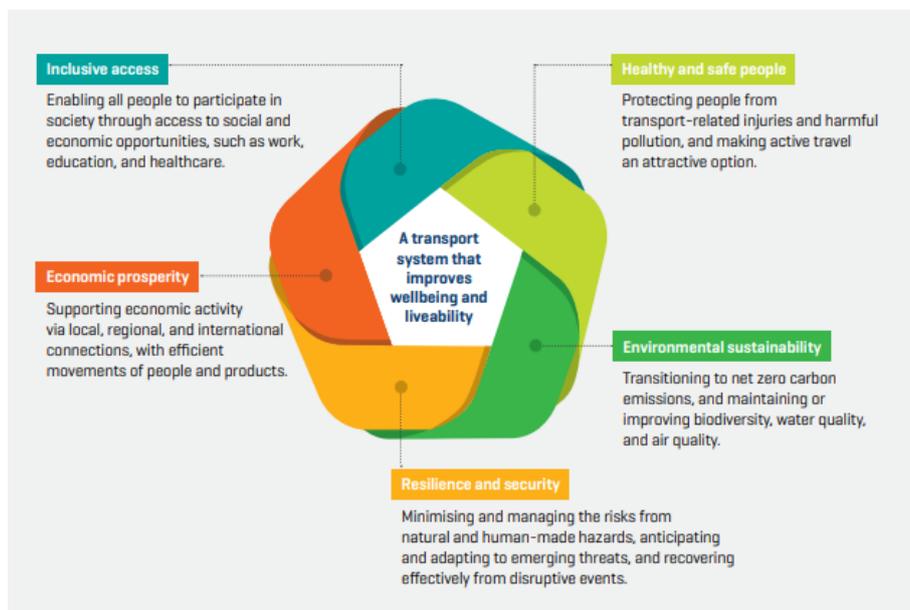
Council is committed to providing a safe road network for all road users regardless of age, ability and mode of travel.

To achieve this over the Speed Management Plan timeframe:

- Investment will be targeted to achieve the best safety outcomes for the local community through prioritising areas with the highest need first.
- A range of criteria will be used to determine what constitutes an appropriate speed limit for each road section including:
 - the safe and appropriate speed (as identified by Waka Kotahi),
 - community feedback, and
 - local knowledge.
- New roads will be constructed appropriate to their anticipated function and to create a safe and efficient environment.
- Existing roads will be upgraded appropriate to their function and to create a safe and appropriate environment.
- Priorities will be identified for the first three years of the Speed Management Plan. The priorities will be reviewed on an annual basis to reflect what has been achieved and any unforeseen changes in priorities or direction.

What are our guiding principles for speed management

Council will apply the same principles as outlined in the 'Transport Outcomes Framework' included in the Government Policy Statement 2021.



What are our priorities over the next three years (2024 – 2027)?

We need to prioritise our work given the significant changes proposed in this Plan.

We are proposing a staged approach to implementation so that we can:

- Deliver the Plan with the resources and funding available.
- Focus on high benefit areas.
- Monitor outcomes and apply learnings to future Plan reviews.

Our priorities for speed limit reductions and safety improvements on the local roading network focus on schools, marae, areas identified by the community as requiring a speed limit reduction (due to a range of factors including on road cycleways, increasing urbanisation, consistency of speed limits etc) and areas where there is a high concentration of people such as town centres.

The proposed approach to these priority areas is outlined below.

	Variable	Permanent	Approach
Urban schools			All urban schools/kura will have variable speed limits. This means the 30kph speed limit will apply at specified times. A permanent 50kph will apply outside of the specified times.
Rural schools			All rural schools/kura will have variable speed limits. This means the 30kph speed limit will apply at specified times. A permanent 60kph will apply outside of the specified times.
Iwi and hapū identified communities	Case by case	Case by case	Council will work with iwi and hapū to identify safety improvements and speed limit reductions around marae and important community hubs for iwi and hapū. e.g. Matakana Island, Māori roadways, Te Puke Marae and Tuapiro Marae.

	Variable	Permanent	Approach
Town centres (refer maps in Appendix 3)			Wilson Road town centre, Beach Rd and The Esplanade, Waihi Beach Te Puke town centre. 30kph on Commerce Lane is retained. Ōmokoroa Road – from Tralee Street to Anderley Ave. Extend to include Tralee Street, Anderley Ave and the western section of Hamurana Rd. Katikati town centre - The Waka Kotahi Interim Speed Management Plan applies to Katikati main street (SH2) and proposes a permanent 40kph from Beach Road to Diggemann Park.
All urban roads			Applies to all urban roads except: <ul style="list-style-type: none"> • Roads that currently have a lower speed limit. • Roads adjacent to schools which will have 30/50 VSL. • Town Centre roads, which will have a 40kph speed limit. • Other priority areas as identified below, which will have a 30kph posted speed limit.
All rural roads			Applies to all rural roads except: <ul style="list-style-type: none"> • Roads that currently have a lower speed limit. • Roads adjacent to schools which will have 30/60 VSL. • Other priority areas as identified below, which will have a 60kph posted speed limit.
Specific rural roads			
Fairview Estate, Katikati			30kph for all roads in the Fairview Estate development (off Sharp Road).
Te Puna			60kph for all roads in Te Puna (from SH2 to Tauranga Harbour). All speed limits that the are currently 60kph or lower will be retained.

	Variable	Permanent	Approach
Pahoia Road			60kph from Railway to current 50kph
Woodland Road			60kph from SH2.

An overview of implementation priorities and timing is outlined below. A full list of exceptions to the blanket approach of 50kph in urban areas and 80kph in rural areas is included in **Appendix 4**.

This programme may change subject to resource and funding availability. There are also other areas of uncertainty that may impact implementation such as the direction of future Government Policy Statements on Land Transport.

A detailed implementation plan specifying the areas where changes and/or improvements will be delivered will be developed by staff on an annual basis so we can stay in touch with the potential impact of any wider influences. The development of this detailed plan will utilise community engagement feedback gathered to date. Change and/or improvements will be communicated to affected communities prior to implementation.

Priority	Year	Speed Limit Range (kph)
Category 1 Schools/Kura	2023/2024	30/50 VSL
Category 2 Schools/Kura	2024/2025	30/60 VSL
Town centres	2024/2025	40
Rural priority areas (Fairview Estate, Te Puna, Pahoia Rd, Woodlands Rd)	2024/2025	30-60
Marae	2024/2025	Case by case
Urban Roads	2025/2026	50
Rural Roads	2026/2027	80

Table 1: Three year programme

Who pays for this?

The Government Policy Statement (GPS) on land transport is central to investment decisions across the land transport system. The GPS supports investment in highways and local roads to accelerate implementation of the Speed Management Guide. The Bay of Plenty Regional Land Transport Plan feeds into the National Land Transport Programme.

The cost of implementing this Speed Management Plan is shared between Council and Waka Kotahi as the agent for the New Zealand Government. The guidelines for receiving this funding include the requirement for projects to support speed management and a reduction in death and serious injuries. The implementation plan will be used to develop a forward works programme for Road to Zero, and funding will be sought for works to support speed management on these roads. The majority of implementation is intended to be funded via the low cost, low risk bulk fund.

As of 2023, the Waka Kotahi funding assistance rate for Western Bay of Plenty District is 51%. Council will need to fund 49% of the costs of delivering the implementation plan on our local roading network. The implementation plan is therefore subject to Waka Kotahi confirmation of the funding subsidy and Council's confirmation of our share of the funding via our annual and long term budget processes.

If Council is unsuccessful in obtaining Waka Kotahi funding assistance for the 2024–2027 period through the National Land Transport Programme (NLTP) or any subsequent periods, there are three options:

- Option 1: Reduce the scope of works to reflect the level of funding assistance provided by Waka Kotahi.
- Option 2: Partly reduce the scope of works with the shortfall funded from Council.
- Option 3: Make no change to the scope of works, with the shortfall in funding being topped up by the Council.

What else will we do?Education

- Continue to support Travel Safe⁴ community safety programmes.
- Recognise Waka Kotahi and NZ Government role in public education for Road to Zero.
- Recognise role of Bay of Plenty Regional Council in education on the regional speed management plan for the Bay of Plenty region.
- Utilise Road to Zero resources to help educate the community when implementing the Speed Management Plan.

⁴ <https://www.tauranga.govt.nz/exploring/transportation-and-roads/road-safety/travel-safe/pid/12948/evi/0/categoryid/94/categoryname/travel-safe>

Enforcement

While Council does not have the ability to enforce speed limits or install speed cameras, the plan, its implementation and future reviews provide an opportunity to identify where enforcement would be supported by Council and the community. This information can then be used by Waka Kotahi and New Zealand Police to determine the best location for speed cameras or where a greater police presence maybe required.

Infrastructure Improvements

Safety treatments may be required to support speed limit changes on individual sections of roads. A minor safety works programme will be developed for minor upgrades such as enhanced signage and markings in the vicinity of schools.

For more extensive upgrades, Council will seek efficiencies by implementing speed management safety treatments when undertaking asset renewals or other road upgrade projects, such as:

- Reseals
- Pavement Rehabilitation
- Low Cost/ Low Risk
- Seal extension
- Structure plan roads

How will we know its working?

Transport activity measures relating to safety and speed include:

- Reduction in mean operating speed as identified in the Waka Kotahi Megamaps Application.
- Performance measure (fact based) – the change from the previous financial year in the number of crashes that result in fatalities and serious injuries on the local road network expressed as a number. Target is 0.
- Performance measure (perception based) – Level of satisfaction with our transportation networks (roads, cycling and walkways). Target is 60-65%.

These are currently under review and will be updated prior to finalising the Speed Management Plan.

When is this plan reviewed next?

The Speed Management Plan will be reviewed every three years. The review will need to be timed to allow the inclusion of requests for speed management funding in the Bay of Plenty Regional Land Transport Plan and align with Council's Long Term Plan process and timing.

The Plan will also be reviewed when significant changes in development or funding occur necessitating a change to the implementation plan.

Appendix 1 – One Network Framework and Safe and Appropriate Speed Limits (sourced from Speed Management Guide)

Urban areas:

Table 2 - One Network Framework urban street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Civic spaces	These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.	10-20km/h
Local streets	These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.	30km/h
Activity streets	These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.	30-40km/h
Main streets	These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.	30-40km/h
City hubs	These are dense and vibrant places that have a high demand for people movement.	30-40km/h
Urban connectors	These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.	40-60km/h
Transit corridors	These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.	80-100km/h

*The safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit. For details on the criteria for each ONF street category see tables 4 and 5.

Rural areas:

Table 3 - One Network Framework rural street categories and safe speed limit ranges

Category	Description	Safe and appropriate speed limit*
Interregional connectors	These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres in a rural context.	60-110km/h
Rural connectors	These roads provide the link between rural roads and interregional connectors.	60-100km/h
Rural roads	These roads primarily provide access to rural land for people who live there and support the land-use activity being undertaken.	60-80km/h
Peri-urban roads	These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.	50-80km/h
Stopping places	These are where people gather in a rural setting. Adjacent land use generates on-street activity, and people are likely to be crossing the road.	40-80km/h

*The safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit. For details on the criteria for each ONF street category see tables 6 and 7.

Appendix 2 – Common misconceptions about speed⁵

All information is sourced from Safe Systems Solution, a road safety, auditing, engineering and project development consultancy based in Australia and uses international based evidence to support the 'busting' of several speed limit myths.

Myth 1: "German autobahns prove we don't need speed limits".

About 60% of autobahns have no speed limits, while in areas where traffic is heavier or near cities the speed limit is set between 95 km/h to 115 km/h.

A 2008 report by the European Transport Safety Council (ETSC) found that of the 645 road deaths in Germany in 2006, 67% occurred on motorway sections without limits and 33% on stretches with a permanent limit. The fact that 33% of German motorways have a permanent limit and 67% have either a temporary limit or none means that these figures, at first glance, suggest that having a speed limit does not the lower the number of fatalities on motorways. But as ETSC note: 'this similarity of percentages takes no account of traffic volumes on different sections.'

The report also makes the point that the relationship between speed and road crashes has been studied extensively and is very clear: the higher the speed, the greater the probability of a crash and the severity of the crashes.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-1-Autobahns.pdf>

Myth 2: "Lower speed limits won't save lives"

Reducing vehicle speeds reduces the likelihood of a crash because drivers, riders and pedestrians have more time to see a hazard and react, and the breaking distance for vehicles is less. If a crash does occur, the severity is lower.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-2-Lower-speed-limits-wont-save-lives-BUSTED.pdf>

Myth 3: "Higher speed limits mean less travel time, less fatigue and therefore fewer crashes"

Austroroads' report titled, "Impact of lower speed limits for road safety on network operations" (AP-T143/10) presents a review of literature on the effect of reduced speed limits on network operations. It concluded that reduced speed limits would have greatest effect on travel time along roads with minimal congestion and number of intersections. It also concluded that, for arterial roads within urban environments, reduced speed limits would have no appreciable effect during times of congestion.

The travel time argument is often raised by the community around a perception that lower speed limits will dramatically increase travel times and hence fatigue, especially in

⁵ Sourced from <https://safesystemsolutions.com.au/resources/>

rural areas. Evidence to date shows that where speed limits are lowered there has been a corresponding reduction in injuries and no rise in fatigue-related crashes.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-3-Higher-speed-limits-mean-less-travel-time-less-fatigue-fewer-crashes-BUSTED.pdf>

Myth 4: “I feel safe so the speed limit should be higher”

Most road users have personal experience of regularly travelling at high speeds with little or no ill consequence to themselves. There is very little feedback in the road environment to remind people that risks exist. Given that the individual risk of being involved in a fatal crash is small, a doubling of this small risk is also likely to go un-noticed. This results in drivers building up, over a lifetime, a perception that driving or riding above the speed limit has very little or no negative safety consequence.

The picture of risk changes completely when all road users are considered as a single large group. When all of the small risks for individual users are added together the result is a level of risk which means fatal and serious injury crashes will happen. To achieve safe speeds on the road network, there is a challenge in how to communicate the scientific evidence that population risk can be lowered through speed management.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-4-I-feel-safe-BUSTED.pdf>

Myth 5: “The 85th percentile method works best”

One of the oldest criteria for setting speed limits is the 85th percentile speed – the speed at or below which 85% of motorists travel under free flow conditions, when their speed choice is not constrained by vehicles in front of them.

Speeds selected by the majority of drivers are not safe in any absolute sense. Even at 50th or 70th percentile free speeds on most roads, the risk of a serious crash is small, but not zero. Lower speeds would reduce that risk. There are grounds to doubt the argument that most drivers will consistently select speeds that represent a good balance between the advantages and disadvantages of different speeds.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-5-85-percentile-method-works-best-BUSTED.pdf>

Myth 6: “100km/h is the right default speed limit outside built-up areas

This statement is usually made in support of keeping a 100km/h speed limit on roads that already have that speed limit. Many 100km/h roads have evolved over time and are carrying larger volumes of traffic than ever before. They were not designed as high speed roads. Often winding, hilly, lined with trees, poles and ditches, they are largely unsuited to high speed travel. They pose high risks to drivers and passengers if they are involved in a crash.

When driving at 80km/h:

- You have 20% more time to react to situations and make better decisions
- Your stopping distance is 30% shorter (69m down from 98m)
- Your chance of surviving a crash is 75%, whereas at 100km/h it is 10%

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-6-100kmh-is-the-right-default-speed-limit-outside-built-up-areas-BUSTED.pdf>

Myth 7: “50km/h is the right default speed limit in built-up areas”

All roads facilitate the movement of people and goods, but urban roads must integrate into our cities, towns and suburbs so that people want to live, work and play in these centres of activity. This means ensuring that urban roads service the needs of all people for access, amenity and a sense of ‘place’.

Lower traffic speeds make it more attractive for people to walk and cycle which has a number of benefits. Our health, both physical and mental, improves as a result of being more active, and interactive. Those with impaired mobility can move around more easily and the very young and very old feel safer and more independent. Shops, businesses and activity centres can thrive, and the overall transport system is more sustainable and environmentally friendly.

There are significant safety benefits that result from having speed limits in urban areas that are less than 50km/h. Lower speed limits in built-up areas help reduce pedestrian fatalities and injuries. Travelling at lower speeds improves a driver’s likelihood of stopping and avoiding crashes, especially in areas of high pedestrian activity. Where crashes occur, they are less severe, especially for children and the elderly.

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-7-50kmh-right-default-speed-limit-in-built-up-areas-BUSTED.pdf>

Myth 8: “Speed limits are all about revenue raising”

Speed limits in and of themselves do not ‘raise revenue’. Speed limit enforcement does result in revenue for the public purse. However, the enforcement of speed limits is driven by the following factors:

- Speed limit enforcement reduces the incidence of excessive and unsafe speeds
- Lower speeds reduce road trauma [See Myth 2]
- Therefore, speed limit enforcement reduces road trauma

For more information <https://safesystemsolutions.com.au/wp-content/uploads/2022/10/Myth-8-Speed-limits-are-all-about-revenue-raising-BUSTED.pdf>

Appendix 3 – Town Centre proposed speed limit changes (included within yellow lines)

Waihi Beach





Te Puke



Ōmokoroa



Appendix 4 – Proposed speed limit changes (exceptions to blanket approach of 80kph rural and 50kph urban)

Road	Start (RP)	End (RP)	Area	Current Speed Limit (kph)	Proposed Speed Limit (kph)	Notes ¹	Notes ²
ANDERLEY AVENUE	0	364	KAIMAI	40	40	Current speed limit <50	
ANDERLEY AVENUE	364	593	KAIMAI	40	40	Current speed limit <50	
ANDERSON LANE	0	75	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
ARAWA AVENUE	1049	1115	MAKETU	70	70	Current speed limit <80	
ARAWA AVENUE	1115	2685	MAKETU	70	70	Current speed limit <80	
ARAWA ROAD	0	540	MAKETU	40	40	Current speed limit <80	
ARMSTRONG ROAD	0	1690	KAIMAI	80	60	Council priority	
ARMSTRONG ROAD	1690	1904	KAIMAI	80	60	Council priority	
BALLANTYNE WAY	0	105	KATIKATI	50	30	Council priority	
BALLANTYNE WAY	118	595	KATIKATI	50	30	Council priority	
BALLANTYNE WAY	621	874	KATIKATI	50	30	Council priority	
BALLANTYNE/TROON RAB	0	52	KATIKATI	50	30	Council priority	
BEACH ROAD (KATIKATI)	191	246	KATIKATI	40 Variable	30/50	Variable Speed Limit	Katikati Primary & College
BEACH ROAD (KATIKATI)	246	463	KATIKATI	40 Variable	30/50	Variable Speed Limit	Katikati Primary & College
BEACH ROAD (KATIKATI)	491	621	KATIKATI	40 Variable	30/50	Variable Speed Limit	Katikati Primary & College
BEACH ROAD (WAIHI BEACH)	41	105	WAIHI BEACH	40 Variable	30/50	Variable Speed Limit	Waihi Beach School
BEACH ROAD (WAIHI BEACH)	105	366	WAIHI BEACH	40 Variable	30/50	Variable Speed Limit	Waihi Beach School
BEATTY AVENUE	509	607	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
BEATTY AVENUE	607	723	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
BLACK ROAD	55	197	MAKETU	50	30/50	Variable Speed Limit	Paengaroa School
BLACK ROAD	197	381	MAKETU	50	30/50	Variable Speed Limit	Paengaroa School
BLACK ROAD	0	55	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School
BLDISLOE PARK AVENUE	0	1122	MAKETU	70	70	Current speed limit <80	
BORELL ROAD	1377	1551	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School

BORELL ROAD	1317	1377	KAIMAI	50	60	Council priority	
BORELL ROAD	0	820	KAIMAI	80	60	Council priority	
BORELL ROAD	820	1252	KAIMAI	80	60	Council priority	
BORELL ROAD	1252	1317	KAIMAI	80	60	Council priority	
BOUCHER AVENUE	1449	1781	TE PUKE	40 Variable	30/50	Variable Speed Limit	Fairhaven School
BOUCHER AVENUE	1781	1858	TE PUKE	40 Variable	30/50	Variable Speed Limit	Fairhaven School
BOUCHER AVENUE	0	61	TE PUKE	50	40	Town centre	
BOUCHER AVENUE	61	149	TE PUKE	50	40	Town centre	
BOUCHER AVENUE CARPARK NORTH	0	42	TE PUKE	50	40	Town centre	
BOUCHER AVENUE CARPARK SOUTH	0	58	TE PUKE	50	40	Town Centre	
BOUCHER AVENUE SERVICE LANE	0	117	TE PUKE	50	40	Town centre	
BOUCHER SVCE TO TE PUKE HIGHWAY SERVICE LANE	0	62	TE PUKE	50	40	Town Centre	
BOYD STREET	248	373	KATIKATI	50	50	Current speed limit <80	
BUSBY ROAD	0	137	KATIKATI	50	50	Current speed limit <80	
CAMERON ROAD	305	399	TE PUKE	50	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	399	507	TE PUKE	50	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	917	947	TE PUKE	50	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	507	749	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	750	818	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	818	917	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
CAMERON ROAD	1480	1755	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Intermediate School
CAMERON ROAD	1755	1822	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Intermediate School

CAMERON ROAD	2136	2186	TE PUKE	40 Variable	30/50	Variable Speed Limit	Fairhaven School
CARNOUSTIE PLACE	0	162	KATIKATI	50	30	Council priority	
CARNOUSTIE PLACE EXTENSION	0	18	KATIKATI	50	30	Council priority	
CARNOUSTIE PLACE EXTENSION	18	44	KATIKATI	50	30	Council priority	
CARNOUSTIE PLACE RAB	0	57	KATIKATI	50	30	Council priority	
CLARKE ROAD	0	1931	KAIMAI	80	60	Council priority	
COMMERCE LANE	0	138	TE PUKE	30	30	Current speed limit <50	
COMMERCE LANE	138	280	TE PUKE	30	30	Current speed limit <50	
COMMERCE LANE	280	381	TE PUKE	30	30	Current speed limit <50	
COPPELIA AVENUE	155	455	KAIMAI	50	30/50	VSL	Omokoroa Point School
CRAWFORD ROAD	0	783	KAIMAI	60	60	Current speed limit <80	
CRAWFORD ROAD	783	1113	KAIMAI	60	60	Current speed limit <80	
CRAWFORD ROAD	1113	2773	KAIMAI	60	60	Current speed limit <80	
CRAWFORD ROAD	2773	4190	KAIMAI	60	60	Current speed limit <80	
EMENY ROAD	0	391	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
ESDAILE ROAD	0	398	KAIMAI	80	30/60	Variable Speed Limit	Pahoia School
ESDAILE ROAD	398	477	KAIMAI	80	30/60	Variable Speed Limit	Pahoia School
FLORENCE LANE	0	289	KAIMAI	60	60	Current speed limit <80	
GAMMAN MILL ROAD	0	30	KAIMAI	50	50	Current speed limit <80	
GAMMAN MILL ROAD	30	698	KAIMAI	50	50	Current speed limit <80	
GAMMAN MILL ROAD	698	843	KAIMAI	50	50	Current speed limit <80	
GLENEAGLES DRIVE	0	42	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	42	56	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	56	85	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	85	195	KATIKATI	50	30	Council priority	
GLENEAGLES DRIVE	195	238	KATIKATI	50	30	Council priority	
GLENEAGLES/BALLANTYNE RAB	0	54	KATIKATI	50	30	Council priority	
HAMURANA ROAD	292	447	KAIMAI	50	30/50	Variable Speed Limit	Omokoroa Point School

HAMURANA ROAD	447	614	KAIMAI	50	30/50	Variable Speed Limit	Omokoroa Point School
HAMURANA ROAD	614	685	KAIMAI	50	30/50	Variable Speed Limit	Omokoroa Point School
HAMURANA ROAD	1106	1308	KAIMAI	50	40	Town Centre	
HAMURANA ROAD	1308	1372	KAIMAI	50	40	Town centre	
HAYWARD ROAD	0	197	KAIMAI	70	70	Current speed limit <80	
HENRY ROAD	202	646	KATIKATI	50	50	Current speed limit <80	
HENRY ROAD	646	999	KATIKATI	50	50	Current speed limit <80	
I'ANSON ROAD	0	625	KAIMAI	60	60	Current speed limit <80	
I'ANSON ROAD	625	841	KAIMAI	60	60	Current speed limit <80	
JAMES ROAD	0	49	KAIMAI	80	30/60	Variable Speed Limit	Te Puna School
JAMES ROAD	49	734	KAIMAI	80	60	Council priority	
JELICOE STREET ACCESS ROAD (RHS)	0	51	TE PUKE	50	40	Town Centre	
JELICOE STREET SLIP (LHS)	0	155	TE PUKE	50	40	Town centre	
JELICOE STREET SLIP (OPPOSITE OROUA ST).	0	106	TE PUKE	50	40	Town Centre	
JELICOE/JOCELYN RAB	0	100	TE PUKE	50	40	Town Centre	
JELICOE/OXFORD RAB	0	78	TE PUKE	50	40	Town Centre	
JOCELYN STREET (TE PUKE)	70	293	TE PUKE	50	40	Town centre	
JOCELYN STREET (TE PUKE)	337	426	TE PUKE	50	40	Town Centre	
JOCELYN STREET SERVICE LANE	0	231	TE PUKE	50	40	Town Centre	
JOCELYN/QUEEN RAB	0	61	TE PUKE	50	40	Town Centre	
JUNCTION ROAD	0	2699	KAIMAI	60	60	Current speed limit <80	
KING STREET	0	87	TE PUKE	50	40	Town Centre	
KOWHAI AVENUE	0	161	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke Primary School and College
KUKA ROAD	0	412	KAIMAI	50	50	Current speed limit <80	
LANCASTER ROAD	0	61	KATIKATI	100	30/60	Variable Speed Limit	Matahui School
LOCHHEAD ROAD	0	1194	KAIMAI	70	60	Council priority	

LOCHHEAD ROAD	1194	1685	KAIMAI	70	60	Council priority	
MACDOUGALL QUARRY ROAD	0	50	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
MACDOUGALL QUARRY ROAD	50	1092	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
MANOEKA ROAD	2967	3910	TE PUKE	60	60	Current speed limit <80	
MANOEKA ROAD	3910	5410	TE PUKE	60	60	Current speed limit <80	
MATAHUI ROAD	1018	1076	KATIKATI	100	30/60	Variable Speed Limit	Matahui School
MATAHUI ROAD	1076	1318	KATIKATI	100	30/60	Variable Speed Limit	Matahui School
MCBETH DRIVE	0	50	TE PUKE	50	30/50	Variable Speed Limit	Fairhaven School
MCKENNA LANE	0	94	KAIMAI	50	40	Town Centre	
MCLAREN FALLS ROAD	975	1013	KAIMAI	30	30	Current speed limit <80	
MCLAREN FALLS ROAD	1013	1400	KAIMAI	30	30	Current speed limit <80	
MEMORIAL HALL SERVICE LANE	0	71	TE PUKE	50	40	Town centre	
MINDEN ROAD	0	145	KAIMAI	50	50	Current speed limit <80	
MINDEN ROAD	145	532	KAIMAI	50	50	Current speed limit <80	
MINDEN ROAD	532	1284	KAIMAI	60	60	Current speed limit <80	
MINDEN ROAD	1284	2284	KAIMAI	60	60	Current speed limit <80	
MINDEN ROAD	2284	3248	KAIMAI	60	60	Current speed limit <80	
MUIR PLACE	0	134	TE PUKE	50	30/50	Variable Speed Limit	Te Puke Primary School and College
MUIRFIELD CRESCENT	0	216	KATIKATI	50	30	Council priority	
MUNRO ROAD	0	661	KAIMAI	60	60	Current speed limit <80	
MUNRO ROAD	661	1830	KAIMAI	60	60	Current speed limit <80	
MUNRO ROAD EAST	0	119	KAIMAI	70	70	Current speed limit <80	
MUNRO ROAD EAST	119	211	KAIMAI	70	70	Current speed limit <80	
NEWNHAM ROAD	0	486	KAIMAI	60	60	Current speed limit <80	
NO 1 ROAD	322	950	TE PUKE	50	50	Current speed limit <80	
NO 2 ROAD	454	800	TE PUKE	50	50	Current speed limit <80	
OIKIMOKE ROAD	0	602	KAIMAI	70	60	Council priority	
OLD COACH ROAD	70	273	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School
OLD COACH ROAD	273	340	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School

OLD COACH ROAD	340	465	MAKETU	40 Variable	30/50	Variable Speed Limit	Paengaroa School
OLD COACH ROAD	9255	9305	MAKETU	100	30/60	Variable Speed Limit	Pongakawa School
OLD COACH ROAD	9305	9668	MAKETU	100	30/60	Variable Speed Limit	Pongakawa School
OLD COACH ROAD	17454	17504	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
OLD COACH ROAD	17504	17789	MAKETU	100	30/60	Variable Speed Limit	Pukehina School
OLD COACH ROAD	21894	22538	MAKETU	100	30/60	Variable Speed Limit	Otamarakau School
OLD COACH ROAD	22538	22719	MAKETU	100	30/60	Variable Speed Limit	Otamarakau School
OLD COACH ROAD	465	605	MAKETU	40 Variable	30/60	Variable Speed Limit	Paengaroa School
OLD HIGHWAY	0	78	KAIMAI	80	30/60	Variable Speed Limit	Pahoia School
OMOKOROA ROAD	3206	3457	KAIMAI	50	40	Town Centre	
OMOKOROA ROAD	3457	3561	KAIMAI	50	40	Town Centre	
OMOKOROA ROAD	3561	3631	KAIMAI	50	40	Town Centre	
OMOKOROA/TRALEE RAB	0	73	KAIMAI	50	40	Town Centre	
							Te Kura o Te Moutere o
OPUREORA ROAD	1501	1847	KAIMAI	100	30/60	Variable Speed Limit	Matakana
OPUREORA ROAD	0	548	KAIMAI	60	60	Current speed limit <80	
OROPI GORGE ROAD	752	3349	KAIMAI	60	60	Current speed limit <80	
OROPI GORGE ROAD	3349	4490	KAIMAI	60	60	Current speed limit <80	
OROPI GORGE ROAD	4490	5228	KAIMAI	60	60	Current speed limit <80	
OROPI ROAD	11848	12334	KAIMAI	40 Variable	30/50	Variable Speed Limit	Oropi School
OROPI ROAD	11518	11829	KAIMAI	50	50	Current speed limit <80	
OROPI ROAD	11829	11848	KAIMAI	50	50	Current speed limit <80	
OROPI ROAD	12407	12747	KAIMAI	50	50	Current speed limit <80	
OROPI ROAD HIGH LEVEL ACCESS	0	141	KAIMAI	40 Variable	30/50	Variable Speed Limit	Oropi School
OXFORD STREET	0	104	TE PUKE	50	40	Town Centre	
PAHOIA BEACH ROAD	0	469	KAIMAI	50	50	Current speed limit <80	
PAHOIA ROAD	2571	3345	KAIMAI	50	50	Current speed limit <80	
PAHOIA ROAD	1215	1400	KAIMAI	100	60	Council priority	
PAHOIA ROAD	1400	2571	KAIMAI	100	60	Council priority	

PALMER PLACE	0	71	TE PUKE	50	40	Town centre	
PAPAROA ROAD	0	627	KAIMAI	80	60	Council priority	
PARK LANE (TE PUNA)	0	206	KAIMAI	70	60	Council priority	
PARK ROAD (KATIKATI)	0	224	KATIKATI	50	30/50	Variable Speed Limit	Katikati Primary & College
PENELOPE PLACE	0	262	MAKETU	40	40	Current speed limit <50	
PITUA ROAD	0	625	KAIMAI	50	50	Current speed limit <80	
PLUMMERS POINT ROAD	820	935	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
PLUMMERS POINT ROAD	935	1184	KAIMAI	80	30/60	Variable Speed Limit	Omokoroa No.1 School
PLUMMERS POINT ROAD	3056	4047	KAIMAI	50	50	Current speed limit <80	
PONGAKAWA SCHOOL ROAD	1380	1430	MAKETU	100	30/60	Variable Speed Limit	Pongakawa School
PUKEMAPU ROAD	425	460	KAIMAI	70	70	Current speed limit <80	
PUKEMAPU ROAD	460	2214	KAIMAI	70	70	Current speed limit <80	
QUEEN STREET (TE PUKE)	0	210	TE PUKE	50	40	Town Centre	
QUEEN STREET (TE PUKE)	230	307	TE PUKE	50	40	Town centre	
QUEEN STREET (TE PUKE) EASTBOUND	0	204	TE PUKE	50	40	Town Centre	
QUEEN/BOUCHER RAB	0	93	TE PUKE	50	40	Town Centre	
RANGIURU ROAD	6450	6850	MAKETU	100	30/60	Variable Speed Limit	Rangiuru School
RARAPUA PLACE	0	388	KAIMAI	50	50	Current speed limit <80	
REREATUKAHIA ROAD	0	168	KATIKATI	60	60	Current speed limit <80	
REREATUKAHIA ROAD	168	253	KATIKATI	60	60	Current speed limit <80	
SEAFORTH ROAD	4950	5227	WAIHI BEACH	50	50	Current speed limit <80	
SEDDON STREET	382	1117	TE PUKE	50	50	Current speed limit <80	
SLATER PLACE	0	126	TE PUKE	50	40	Town Centre	
SLATER PLACE SVCE LN (RP33 RHS)	0	155	TE PUKE	50	40	Town Centre	
SNODGRASS ROAD	2635	2820	KAIMAI	60	60	Current speed limit <80	
SNODGRASS ROAD	2820	3417	KAIMAI	60	60	Current speed limit <80	
SNODGRASS ROAD	3417	3652	KAIMAI	60	60	Current speed limit <80	
SNODGRASS ROAD	0	1525	KAIMAI	80	60	Council priority	

SNODGRASS ROAD	1525	2319	KAIMAI	80	60	Council priority	
SNODGRASS ROAD	2319	2635	KAIMAI	80	60	Council priority	
TANGITU ROAD	494	1384	KAIMAI	50	50	Current speed limit <80	
TANGITU ROAD	0	494	KAIMAI	70	50	Council priority	
TE MATAI ROAD	14663	15139	MAKETU	100	30/60	Variable Speed Limit	Te Ranga School
TE PUKE HIGHWAY	787	852	TE PUKE	100	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Kura Kokiri
TE PUKE HIGHWAY	918	986	TE PUKE	100	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Kura Kokiri
TE PUKE HIGHWAY	12841	13463	TE PUKE	40 Variable	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Matai
TE PUKE HIGHWAY	9556	9657	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	9657	9834	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	9834	10004	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	10034	10212	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	10249	10580	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY	12603	12841	TE PUKE	60	60	Current speed limit <80	
TE PUKE HIGHWAY	13463	13818	TE PUKE	60	60	Current speed limit <80	
TE PUKE HIGHWAY	6909	7032	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	7032	7106	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	7106	7630	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	11090	11327	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY	11327	11362	TE PUKE	70	70	Current speed limit <80	
TE PUKE HIGHWAY (WESTBOUND)	9652	9830	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY (WESTBOUND)	9830	9999	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY (WESTBOUND)	10035	10222	TE PUKE	50	40	Town Centre	
TE PUKE HIGHWAY (WESTBOUND)	10236	10413	TE PUKE	50	40	Town Centre	

TE PUKE HIGHWAY/WELCOME BAY ROAD RAB	0	152	TE PUKE	100	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Kura Kokiri
TE PUNA QUARRY ROAD	0	480	KAIMAI	70	70	Current speed limit <80	
TE PUNA QUARRY ROAD	480	1128	KAIMAI	70	70	Current speed limit <80	
TE PUNA ROAD	2004	2066	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	2066	2459	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	2459	2525	KAIMAI	50	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	1920	2004	KAIMAI	80	30/60	Variable Speed Limit	Te Puna School
TE PUNA ROAD	2525	3278	KAIMAI	70	60	Council priority	
TE PUNA ROAD	0	418	KAIMAI	80	60	Council priority	
TE PUNA ROAD	418	1920	KAIMAI	80	60	Council priority	
TE PUNA STATION ROAD	0	241	KAIMAI	60	60	Current speed limit <80	
TE PUNA STATION ROAD	241	1740	KAIMAI	60	60	Current speed limit <80	
TE PUNA STATION ROAD	1740	3299	KAIMAI	80	60	Council priority	
TEIHANA ROAD	0	158	KAIMAI	100	60	Council priority	
TEIHANA ROAD	158	772	KAIMAI	100	60	Council priority	
TETLEY ROAD	1242	1401	KATIKATI	60	60	Current speed limit <80	
THE ESPLANADE (OMOKOROA)	0	241	KAIMAI	30	30	Current speed limit <50	
THE ESPLANADE (OMOKOROA)	241	350	KAIMAI	30	30	Current speed limit <50	
THE ESPLANADE (OMOKOROA)	350	491	KAIMAI	30	30	Current speed limit <50	
THE ESPLANADE (OMOKOROA)	491	566	KAIMAI	30	30	Current speed limit <50	
TOM BAIKIE LANE	0	147	TE PUKE	50	40	Town Centre	
TRALEE STREET	0	173	KAIMAI	50	40	Town Centre	
TREHOLME LANE	0	131	KAIMAI	80	60	Council priority	
TROON DRIVE	0	60	KATIKATI	50	30	Council priority	
TROON DRIVE	60	134	KATIKATI	50	30	Council priority	
TUAPIRO ROAD	3455	3966	KATIKATI	50	50	Current speed limit <80	
TUAPIRO ROAD	3966	4400	KATIKATI	50	50	Current speed limit <80	
TUAPIRO ROAD CARPARK	0	41	KATIKATI	50	50	Current speed limit <80	
TUI STREET	154	210	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College

TUI STREET	210	284	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
TUI STREET	0	154	TE PUKE	40 Variable	30/50	Variable Speed Limit	Te Puke College
TURNBERRY CLOSE	0	64	KATIKATI	50	30	Council priority	
TURNBERRY CLOSE	64	229	KATIKATI	50	30	Council priority	
TURNBERRY CLOSE	229	280	KATIKATI	50	30	Council priority	
WAIKARAKA DRIVE EAST	0	166	KAIMAI	50	50	Current speed limit <80	
WAIKARAKA DRIVE WEST	0	433	KAIMAI	70	60	Council priority	
WAIPA ROAD	0	405	KAIMAI	50	50	Current speed limit <80	
WELCOME BAY ROAD	4391	4991	KAIMAI	60	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Otepu
WELCOME BAY ROAD	0	250	KAIMAI	80	30/60	Variable Speed Limit	Te Kura Kaupapa Maori o Te Kura Kokiri
WELCOME BAY ROAD	4991	6358	KAIMAI	60	60	Current speed limit <80	
WELCOME BAY ROAD	6358	6811	KAIMAI	60	60	Current speed limit <80	
WHAKAMARAMA ROAD	4381	4746	KAIMAI	60	30/60	Variable Speed Limit	Whakamarama School
WHAKAMARAMA ROAD	4746	4934	KAIMAI	60	30/60	Variable Speed Limit	Whakamarama School
WHAKAMARAMA ROAD	4934	5033	KAIMAI	80	30/60	Variable Speed Limit	Whakamarama School
WHATAROA ROAD	0	126	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	126	326	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	326	1760	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	1760	2300	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	2300	6622	MAKETU	50	50	Current speed limit <80	
WHATAROA ROAD	6622	7780	MAKETU	50	50	Current speed limit <80	
WILLIAM WOOD PLACE	0	109	KATIKATI	50	30	Council priority	
WILSON ROAD (WAIHI BEACH)	552	630	WAIHI BEACH	40	40	Current speed limit <50	Town Centre
WILSON ROAD (WAIHI BEACH)	630	921	WAIHI BEACH	40	40	Current speed limit <50	Town Centre
WILSON ROAD NORTH	5919	6021	MAKETU	50	50	Current speed limit <80	
WILSON ROAD NORTH	5277	5766	MAKETU	70	70	Current speed limit <80	
WILSON ROAD NORTH	5766	5919	MAKETU	70	50	Current speed limit <80	
WILSON ROAD SOUTH	810	1117	MAKETU	50	50	Current speed limit <80	

WILSON ROAD SOUTH	1117	1223	MAKETU	50	50	Current speed limit <80
WOODLAND ROAD	0	412	KATIKATI	80	60	Council priority
WOODLAND ROAD	412	1737	KATIKATI	80	60	Council priority
WOODLAND ROAD	1737	4782	KATIKATI	80	60	Council priority
WOODLAND ROAD	4782	5735	KATIKATI	80	60	Council priority

10.2 FORMAL DECLARATION OF NEENA CHAUHAN FOR APPOINTMENT TO THE TE PUKE COMMUNITY BOARD.

File Number: A5715723

Author: Carolyn Irvin, Senior Governance Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

EXECUTIVE SUMMARY

The purpose of this report is to enable newly elected Te Puke Community Board member Neena Chauhan to make an oral and written declaration (witnessed and signed), in order to act as a member of a local authority, in accordance with clause 14(1) of Schedule 7 of the Local Government Act 2002.

RECOMMENDATION

1. That the Senior Governance Advisor's report dated 3 October 2023 titled 'Formal Declaration of Neena Chauhan for Appointment to the Te Puke Community Board' be received.
2. That the oral and written declaration by Neena Chauhan is witnessed and signed by Mayor James Denyer.

BACKGROUND

1. Nominations for the extraordinary vacancy on the Te Puke Community Board closed at lunchtime, Thursday 7 September 2023. One nomination was received for Neena Chauhan.
2. As there was only one candidate, Neena was declared duly elected to the Te Puke Community Board.
3. In accordance with clause 14(1) of Schedule 7 of the Local Government Act 2002, the successful candidate may not act as a member of a local authority until they have made an oral declaration, and the Chairperson, Mayor or the Chief Executive Officer, witnesses the signing of the declaration.
4. Neena Chauhan is to make an oral declaration and a written declaration, to be witnessed and signed by the Mayor James Denyer, at this Council meeting in order to formally act as a member of the Te Puke Community Board.

ATTACHMENTS

1. **Declaration of Neena Chauhan for Appointment to the Te Puke Community Board**





Declaration by Member

I, **Neena Chauhan**, declare that I will faithfully and impartially, and according to the best of my skill and judgement, execute and perform, in the best interests of Te Puke Community, the powers, authorities and duties vested in, or imposed upon, me as a

Member of the Te Puke Community Board.

by virtue of the Local Government Act 2002, the Local Government Official Information and Meetings Act 1987, or any other Act.

Dated at Tauranga this **3rd day of October 2023**.

Member's name

Signed in the presence of:

James Denyer
Mayor
Western Bay of Plenty District Council



Declaration by Member

Ko ahau, ko **Neena Chauhan**, e oati ana ka whai ahau i te pono me te tōkeke, i runga hoki i te mutunga kē mai nei o āku pūkenga, o āku whakatauhoki kia whakatutuki, kia mahi anō hoki i te mana whakahaere, te mana whakatauhoki me ngā momo mahi kua uhia ki runga i a au kia whiwhi painga mō te hāpori o Te Puke ki tai

Hei mema o te poari ā hāpori o Te Puke.

E ai hoki ki te Ture Kāwanatanga-ā-Taiao 2002 ki te Ture Kāwanatanga-ā-Taiao Whakapae me te Hui 1987, me ētahi Ture anō rānei.

He mea whakaū tēnei ki Tauranga i tēnei rā **toru o Whiringa-ā-nuku i te tau rua mano rua tekau mā toru**

Waitohu

Waitohu mai ki mua i a:

James Denyer
Koromatua
Te Kaunihera ā rohe mai i Ngā Kuri
ā Whārei ki Otamarakau ki te Uru

10.3 TE PUKE WAR MEMORIAL HALL LEASE 2021-2051

File Number: A5712214

Author: Joanne Hin, Legal Property Officer Reserves & Facilities

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

A new lease is required to be entered into with Te Puke War Memorial Hall Society Incorporated (TPWMHSI) to continue their tenure at the hall site.

RECOMMENDATION

1. That the Legal Property Officer's report dated 3 October 2023 titled "Te Puke War Memorial Hall Lease 2021-2051" be received.
2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. Council, in its capacity as administering body of Part Lots 1 and 2 on Deposited Plan 13811 and Part Lot 1 on Deposited Plan 36300 contained in Record of Title SA50D/620 South Auckland Registry, **grants** Te Puke War Memorial Hall Society Incorporated a land lease of approximately 1772m² for the purpose of a Community Hall from 1 September 2021 to 31 August 2026 with the ability to renew the lease 5 more times for a period of 5 years each.
4. Council, in its capacity as administering body of Part Lots 1 and 2 on Deposited Plan 13811 and Part Lot 1 on Deposited Plan 36300 contained in Record of Title SA50D/620 South Auckland Registry, **does not grant** Te Puke War Memorial Hall Society Incorporated a land lease of approximately 1772m² for the purpose of a Community Hall from 1 September 2021 to 31 August 2026 with the ability to renew the lease 5 more times for a period of 5 years each.

BACKGROUND

In 2001 an agreement was entered into between Council and the then Te Puke Hall Society Incorporated for the transfer of ownership of the hall building. A lease of the land was also entered into. The Te Puke Hall Society changed its name to Te Puke War Memorial Hall Society Incorporated on 9 November 2012.

The lease expired 1 September 2021. There was discussion with the chairperson and committee over the lease conditions over time and the committee have now agreed to the lease conditions as presented.

The lease document reflects that the lease commenced on 1 September 2021 and for a 5 year term, with the ability to renew the lease five more times for a period of five years each, ending 31 August 2051.

If Council requires the land for other Council purposes, the lease allows for Council to give 6 months notice to end the tenancy.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because the lease has already been consulted on as part of the Te Puke War Memorial Hall Reserve Management Plan 2022, refer attachment 1. The RMP records that a lease is in place and further states that Council will continue to support future opportunities for development of the hall.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

The lease is contemplated in the Reserve Management Plan (RMP) for the Te Puke Maketu Ward. The RMP for Te Puke War Memorial Hall, refer attachment 1 states the policy is to continue to support future opportunities for development of the hall. The TPWMHSI are fundamental to this. The first term of the lease will expire 31 August 2026 with five further terms of five years each with the lease expiring 31 August 2051.

ISSUES AND OPTIONS ASSESSMENT

Option A	
Council, in its capacity as administrating body of Part Lots 1 and 2 on Deposited Plan 13811 and Part Lot 1 on Deposited Plan 36300 contained in Record of Title SA50D/620 South Auckland Registry, grants Te Puke War Memorial Hall Society Incorporated a land lease of approximately 1772m ² for the purpose of a Community Hall from 1 September 2021 to 31 August 2026 with the ability to renew the lease 5 more times for a period of 5 years each.	
Assessment of advantages and disadvantages including impact on each of the four well-beings <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	The hall is Te Puke's largest venue. It provides wide ranging community benefits. It is used socially, recreationally, and educationally. Current regular use includes Taichi, Taekwondo, fitness classes, pre school and children's dance classes, and the Te Puke Kiwicoast Lions annual book fair amongst other things. The hall is also able to be booked by community groups and for birthday and wedding celebrations.
Costs (including present and future costs, direct, indirect, and contingent costs).	The Hall committee benefits from the hall targeted rate of \$32.64 plus GST from approximately 4594 residents of the Te Puke area. Other income comes from hall bookings, donations, and grants.

Option B	
Council, in its capacity as administering body of Part Lots 1 and 2 on Deposited Plan 13811 and Part Lot 1 on Deposited Plan 36300 contained in Record of Title SA50D/620 South Auckland Registry, does not grant Te Puke War Memorial Hall Society Incorporated a land lease of approximately 1772m ² for the purpose of a Community Hall from 1 September 2021 to 31 August 2026 with the ability to renew the lease 5 more times for a period of 5 years each.	
Assessment of advantages and disadvantages including impact on each of the four well-beings	A well used community space will be lost to Te Puke and surrounds.
<ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	
Costs (including present and future costs, direct, indirect, and contingent costs).	The community would not need to contribute to a targeted rate.

STATUTORY COMPLIANCE

The land on which the hall is situated is a local purpose reserve (community use) pursuant to the Reserves Act 1977. The Act itself does not require public consultation for any leases under section 61. Section 61(2A)(a) allows Council as the administering body, in the case of a local purpose reserve that is vested in the administering body, lease all or any part of the reserve to any person, body, voluntary organisation, or society (whether incorporated or not) for a community building.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	The Hall committee currently benefits from the hall targeted rate. The hall targeted rate of \$32.64 plus GST will be received from approximately 4594 residents of the Te Puke area, the 2023/24 year to receive \$149,936.67 plus GST.

ATTACHMENTS

- Te Puke War Memorial Hall Reserve Management Plan 2022**  

Te Puke War Memorial Hall Reserve Management Plan



Te Puke

Te Puke War Memorial Hall

Reserve specific information	
Address/Location	Jellicoe Street, Te Puke
Reserve Act Classification	Local purpose (community use) Reserve
Reserve Category (Primary Purpose)	Civic Space
District Plan Zone	Commercial
Property ID	1026
Parcel ID	3005/13767, 3005/13811, 3005/13815
Size	0.1772 HA
Current State	Community Hall
Maintenance Levels of Service	None
Inventory	Carpark
Utilities	None
Leases	Te Puke War Memorial Hall Society Incorporated

Background

- Contains War Memorial Hall and sealed carpark area at the rear of the building.
- Memorial courtyard located along Jellicoe Street at front of site.

Reserve issues

- Upgrade of carpark area will require an assessment of carparking and appropriate signage.

Reserve Management Approach

- Opportunity for specimen tree planting for shade by seating in memorial courtyard.
- Continue partnership with Memorial Hall Committee and management as community hall facility.
- Continue to support future opportunities for development of the hall.
- District-wide reserve objectives and policies apply.

2021-2031 Long Term Plan

No specific capital projects are planned in 2021-31, but ongoing maintenance will continue. See information above for agreed levels of service.

10.4 PETITION CALLING FOR A CITIZENS INITIATED REFERENDA ON STATE HIGHWAY MAINTENANCE

File Number: A5715928

Author: Carolyn Irvin, Senior Governance Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

EXECUTIVE SUMMARY

The purpose of this report is for Council to consider whether to support New Plymouth District Council's petition (**Attachment 1**) calling for a Citizens Initiated Referenda relating to the maintenance of state highways, by making the petition available for members of the public to sign at district libraries and service centres.

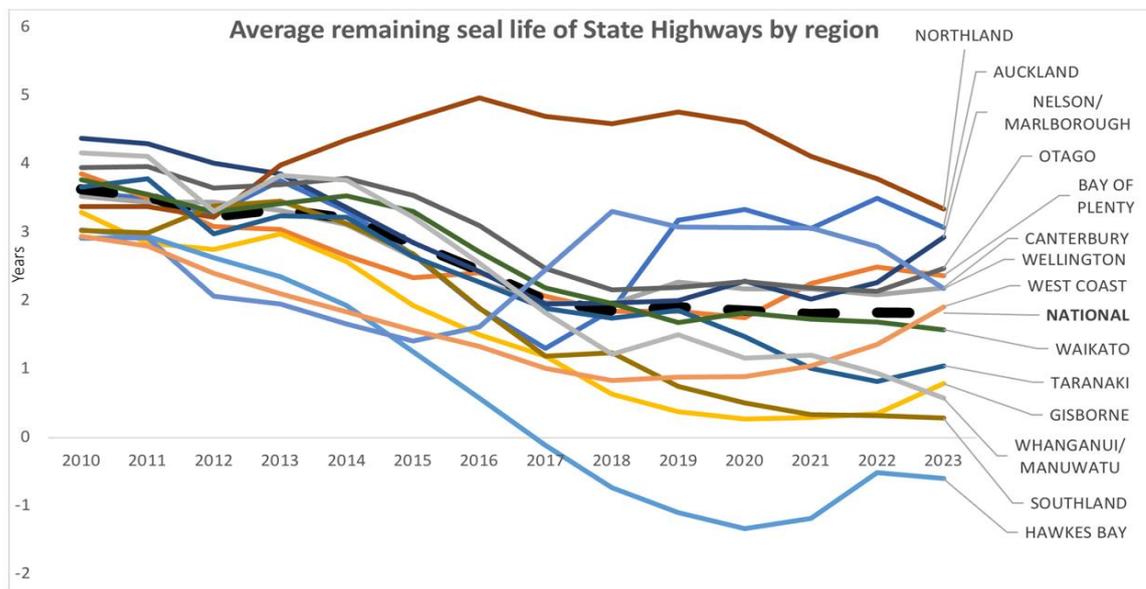
RECOMMENDATION

1. That the Senior Governance Advisor's report dated 3 October 2023 titled 'Petition Calling for a Citizens Initiated Referenda on State Highway Maintenance' be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That Council supports New Plymouth District Council's petition calling for a Citizens Initiated Referenda by making the petition available for members of the public to sign at district libraries and service centres.
Or
4. That Council does not support the petition.

BACKGROUND

1. Local Government New Zealand (LGNZ) members recently agreed to support the following remit with around 98% of the membership in agreement:
 - That LGNZ publicly lobby all political parties to increase Crown funding for state highway and local road maintenance budgets; and
 - 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.

- Waka Kotahi’s maintenance and renewal programme has 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.



Data source: Waka Kotahi 2023 pre Cyclone Gabrielle

- Graph 1 (above) 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.
- 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 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. 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-19, 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. That increased funding gap to roads is likely to result in even further pressure on state highway maintenance and lifespans.

9. 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.
10. This year the Government is developing its next Government Policy Statement (GPS) on Land Transport. 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 2003 specifically states the Minister must regard the views of LGNZ.
11. An important step in resolving the current state highway pavement crisis is engagement with the public to clarify expectations. Members of our community deserve an opportunity to communicate their views on the maintenance of our roading infrastructure.
12. To accelerate and facilitate this discussion, New Plymouth District Council (NPDC) has initiated the process to trigger a Citizens Initiated Referenda, focused on New Zealand's state highway network maintenance.
13. The wording, as approved by the Clerk of the House of Parliament (**Attachment 2**), is as follows:

'Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?'
14. The goal of the petition is to ask the question and let New Zealanders and the political parties who wish to lead the country through the next term of parliament, answer it.
15. NPDC is seeking to collaborate with councils across the country, asking them to discuss and debate whether they wish to make the petition accessible in council service centres and other facilities throughout Aotearoa.
16. The objective is to provide as many Kiwis as possible with the opportunity to express their views and send a clear message to all members of parliament about their stance on this crucial aspect of our daily lives.

SIGNIFICANCE AND ENGAGEMENT

17. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council's Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

- 18. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.
- 19. In terms of the Significance and Engagement Policy this decision is considered to be of medium significance because road maintenance and safety issues are of public interest across our district.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication		
Name of interested parties/groups	Residents and ratepayers of the Western Bay of Plenty District. Petition could be made available to sign in Council’s libraries and service centres. Social media channels utilised to raise awareness of opportunity to sign petition.	Planned	Completed
Tangata Whenua	Iwi and hapū of the Western Bay of Plenty District. Petition could be made available to sign in Council’s libraries and service centres. Social media channels utilised to raise awareness of opportunity to sign petition.		

ISSUES AND OPTIONS ASSESSMENT

Option A	
That Council supports New Plymouth District Council’s petition calling for a Citizens Initiated Referenda by making the petition available for members of the public to sign at district libraries and service centres.	
<p>Assessment of advantages and disadvantages including impact on each of the four well-beings</p> <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	If Council supports the petition in district libraries and service centres it would provide Western Bay of Plenty residents with an opportunity to sign a petition that allows them to express their views on a more sustainable funding model for roading infrastructure maintenance.

Costs (including present and future costs, direct, indirect and contingent costs).	Nil
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	None
Option B That Council does not support the petition	
Assessment of advantages and disadvantages including impact on each of the four well-beings <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	If Council does not support the petition being made available in district libraries and service centres it would not provide Western Bay of Plenty residents with an easily accessible opportunity to sign a petition that allows them to express their views on a more sustainable funding model for roading infrastructure maintenance.
Costs (including present and future costs, direct, indirect and contingent costs).	Nil
Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	Nil

STATUTORY COMPLIANCE

20. Option 1 meets the purpose of local government in the Local Government Act 2002 to 'promote the social, economic, environmental, and cultural well-being of communities in the present and for the future' through advocating for an opportunity for all New Zealanders to express their views on a more sustainable funding model for roading infrastructure maintenance.

FUNDING/BUDGET IMPLICATIONS

21. There are no financial implications involved for making printed copies of the petition available.

ATTACHMENTS

1. **Petition Calling for State Highway Maintenance Referenda**  
2. **Letter from Clerk of the House of Representatives**  

**Petition by New Plymouth District Council
for a
Citizens Initiated Referendum**



Te Kaunihera-ā-Rohe o Ngāmotu
**New Plymouth
District Council**

<i>To the House of Representatives, we, the undersigned, pursuant to the Citizens Initiated Referenda Act 1993, ask that an indicative referendum be held on the following question;</i>					
Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?					
		(Print clearly in BLOCK letters)			(Print clearly in BLOCK letters)
	Signature	Surname or Family Name	Given or First Names	Date of Birth (Optional)	Residential Address
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					

Name and address for correspondence with promoter of this petition:
Mayor Neil Holdom - neil.holdom@npdc.govt.nz
The wording of the question printed above, and this form, have been approved under the Citizens Initiated Referenda Act 1993.



**Office of the Clerk of the
House of Representatives**
Te Tari o te Manahautū o te Whare Māngai

Bowen House, Parliament House,
Private Bag 18041, Wellington 6160
+64 4 817 9475
parliament.nz

13 July 2023

Mayor Neil Holdom
New Plymouth District Council
84 Liardet Street
New Plymouth 4310

Dear Mayor Holdom

Final determination of question wording and form approval for indicative referendum petition

This letter is to confirm the wording determined by me as required by section 11 of the Citizens Initiated Referenda Act 1993. This wording is as follows:

“Should the New Zealand government fund road maintenance at levels sufficient to reverse the current decline in the average age and condition of our national state highway network?”

The notice will be published in the *New Zealand Gazette* on Wednesday, 19 July 2023. It will also be published in *The New Zealand Herald*, *The Post*, *The Press*, and *The Otago Daily Times*.

I have approved the attached form for use in gathering signatures. All signatures must be on this form. It is your responsibility to print and distribute the forms.

You have 12 months from the date of publication of the *Gazette* notice in which to deliver the signed petition to me. Otherwise, the proposal will lapse. The proposal will also lapse if you do not collect signatures amounting to 10 percent of eligible electors.

I have enclosed a copy of *Notes for the Guidance of Persons Collecting Signatures to an Indicative Referendum Petition*.

You need to be aware of statutory provisions relating to advertising your petition and filing returns. These are set out in sections 41 to 45 of the Citizens Initiated Referenda Act 1993. If you have any queries about this, you should contact the Chief Electoral Officer, PO Box 3220, Wellington.

If you have any other queries, please address them in the first instance to Bevan Rogers, Parliamentary Office (Parliamentary Law and Practice) on Bevan.Rogers@parliament.govt.nz or 04 817 9475.

Yours sincerely

David Wilson
Clerk of the House of Representatives

10.5 COMMUNITY COMMITTEE – CHANGE TO TERMS OF REFERENCE

File Number: A5717263

Author: Carolyn Irvin, Senior Governance Advisor

Authoriser: Rachael Davie, Deputy CEO/General Manager Strategy and Community

EXECUTIVE SUMMARY

1. This report outlines proposed changes to the Terms of Reference for the Community Committee and seeks that Council approve such changes.

RECOMMENDATION

1. That the report of the General Manager Strategy and Community dated 3 October 2023 titled 'Community Committee – Change to Terms of Reference' be received.
2. That the report relates to an issue that is considered to be **low** significance in terms of Council's Significance and Engagement Policy.
3. That Council approves the proposed changes to the Terms of Reference for the Community Committee as set out in **Attachment 1** to this report.

BACKGROUND

2. On 25 July 2023 Council adopted its community outcomes and strategic priorities for the Long Term Plan 2024–2034. It has subsequently become apparent that our existing committee structure does not provide an obvious avenue for reporting on the work that is occurring to progress community-led outcomes delivery across the breadth of the four wellbeing's.
3. The proposed changes to the Community Committee terms of reference are considered purposeful in creating better alignment with Council's community outcomes and its strategic priorities, in particular, *Empowering Communities*, *Enabling Housing* and *Responding to Climate Change*.
4. Accordingly, it is recommended that the terms of reference for the Community Committee be expanded so that the role of the Committee involves maintaining an overview of and making recommendations to other committees in relation to community-led outcomes delivery, local housing systems plan delivery, local climate change plan delivery, administering specific funds of Council (such as the Community Matching and Facilities in the Community funds), and continuing to receive reports from convenors of community forums.
5. The proposed Terms of Reference are included as **Attachment 1** to this report.

SIGNIFICANCE AND ENGAGEMENT

- 6. The Local Government Act 2002 requires a formal assessment of the significance of matters and decision in this report against Council’s Significance and Engagement Policy. In making this formal assessment there is no intention to assess the importance of this item to individuals, groups, or agencies within the community and it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.
- 7. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.
- 8. In terms of the Significance and Engagement Policy this decision is considered to be of low significance because clause 30 of Schedule 7 to the Local Government Act 2002 expressly enables the Mayor and Councillors to make changes to committee structure, including terms of reference without the requirement for community engagement.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

- 9. No community engagement is proposed.

ISSUES AND OPTIONS ASSESSMENT

- 10. Council has two practicable options to consider. The first is to approve the proposed amendments to the terms of reference and the second is to maintain the status quo and leave the terms of reference unchanged.

<p>Option A That Council approves the proposed changes to the Terms of Reference for the Community Committee as set out in Attachment 1 to this report.</p>	
<p>Assessment of advantages and disadvantages including impact on each of the four well-beings</p> <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	<p><u>Advantages:</u></p> <ul style="list-style-type: none"> ▪ The proposed changes provide an avenue for transparently reporting on community-led outcome delivery and other programmes and projects that impact the wellbeing of our community. ▪ Aligns with Council’s community outcomes and strategic priorities. ▪ Complements the role and scope of other committees. <p><u>Disadvantages</u></p>

	<ul style="list-style-type: none"> ▪ There are no disadvantages.
<p>Costs (including present and future costs, direct, indirect and contingent costs).</p>	<p>There are no cost implications relating to the proposed changes to the terms of reference for the Community Committee.</p>
<p>Option A That Council does not approve the proposed changes to the Terms of Reference for the Community Committee as set out in Attachment 1 to this report.</p>	
<p>Assessment of advantages and disadvantages including impact on each of the four well-beings</p> <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	<p><u>Advantages</u></p> <ul style="list-style-type: none"> ▪ Council’s overall committee structure remains unchanged. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> ▪ There is currently no committee to which a number of community-led matters can be reported. If the committee structure remains unchanged Council will not receive valuable insight into the work that is happening with community. ▪ Missed opportunity to better align committee structure/terms of reference to Council’s adopted community outcomes and strategic priorities.
<p>Costs (including present and future costs, direct, indirect and contingent costs).</p>	<p>No cost implications.</p>

STATUTORY COMPLIANCE

11. Complies with the requirements of the clause 30 of Schedule 7 to the Local Government Act 2002.
12. Creates better committee alignment with Council’s adopted community outcomes and strategic priorities.

FUNDING/BUDGET IMPLICATIONS

13. There are no funding implications associated with this decision.

ATTACHMENTS

1. **Community Committee Terms of Reference**  

Community Committee Proposed Terms of Reference

Role:

Subject to compliance with Council strategies, policies, plans and legislation:

- To maintain an overview of Council's community-led outcomes delivery, with a focus on the social, economic, cultural and environmental work programmes, as set out in the Long-Term Plan.
- To maintain an overview of Council's local housing systems plan delivery, and make recommendations to Council and its Committees on appropriate actions to address priority matters.
- To maintain an overview of local climate change plans, and make recommendations to Council and its Committees on appropriate actions to address priority matters.
- To receive reports from Convenors of Community Forums and make recommendations to Council and its Committees on appropriate actions to address priority matters arising from Community Forums.
- To administer specific funds of Council that contribute to improving community wellbeing.

Scope:

Social Wellbeing

- Monitor progress on Council's community safety programme.
- Monitor (annually) local service delivery contracts relating to social wellbeing.
- Receive updates on the Community Events Fund allocations.
- Receive updates on the progress of local housing system plans.
- Receive updates on community emergency response planning and community resilience work.
- Consider and decide applications to the Community Matching Fund.
- Consider and decide applications to the Facilities in the Community Fund.

Environmental Wellbeing

- Receive updates on the Natural Environment and Sustainable Living Programme .
- Receive updates on the progress of local climate change plans.
- Monitor (annually) local service delivery contracts relating to environmental wellbeing.
- Consider and decide applications to the Community Matching Fund – ecological component.

Cultural Wellbeing

- Receive updates on the Creative Communities Scheme funding allocations.
- Receive updates on the cultural events supported by Council
- Monitor progress on the Welcoming Communities programme and prioritise actions and activities.

Economic Wellbeing

- Receive updates (annually) from Priority One and Tourism Bay of Plenty.
- Monitor (annually) local service delivery contracts relating to economic wellbeing.

10.6 MAYOR'S REPORT TO COUNCIL

File Number: A5718920

Author: Charlene Page, Senior Executive Assistant Mayor/CEO

Authoriser: James Denyer, Mayor

EXECUTIVE SUMMARY

The purpose of this report is for the Mayor to provide an update to Council on the below subjects.

RECOMMENDATION

That the Senior Executive Assistant to Mayor/CEO's report dated 3 October 2023 titled 'Mayors Report to Council' be received.

BACKGROUND

SmartGrowth

The SmartGrowth Leadership Group adopted the draft SmartGrowth Strategy on 13 September for consultation from 18 September to 20 October. The Strategy is a 50-year plan that sets the vision and objectives for our sub-region and considers how urban form, tangata whenua values and aspirations, infrastructure, transport, community development and the environment can be considered together.

Future for Local Government

Following direction given by council delegates at the Local Government New Zealand Conference in July, LGNZ is seeking to build consensus on the Future for Local Government recommendations. This will take place at a series of meetings in Wellington on 17 and 18 September. A verbal update will be provided.

Bay of Plenty Civil Defence Emergency Management Group Plan

Mayor Denyer sat on the hearings panel for the BOPCDEM Group Plan 2023-2028 on 4 September. This Plan sets the direction and strategy for the CDEM Group for the next five years. It is intended that the Plan will be approved at a meeting on 29 September for ministerial review. This will be the culmination of work that started in early 2022.

State Highway 29

It was pleasing to see that through the draft Government Policy Statement on Land Transport (GPS), the government has identified SH29 (Tauranga to Tauriko) as a strategic project. This upgrade has been strongly supported by TCC, WBOPDC and BOPRC.

The project has also achieved cross-party support, with the National Party promising the upgrade as a road of national significance. This follows numerous meetings with Ministers and MPs of various parties to make a strong case for the necessity of the upgrade. Takitimu North Link Stage 2 (TNL2) is also being vigorously pursued.

Meetings

External functions and meetings attended by me between 7 August and 13 September include:

Mayor Toby Adams, Mayor Len Salt, Scott Simpson MP and Simon Watts MP, Thames	7 August
Mayor/Chairs/CEO catch up, Tauranga	8 August
Michael Pittar	10 August
Mayoral Forum, Rotorua	11 August
Western Bay Museum exhibition opening, Katikati	11 August
Te Puke Volunteer Fire Brigade honours night, Te Puke	12 August
Scott Simpson MP, Simeon Brown MP, Katikati	14 August
SocialLink AGM, Tauranga	15 August
Whakamarama Community Inc. AGM, Whakamarama	16 August
Moana Radio interview	18 August
Civil Defence Emergency Management Group JC briefing, Zoom	18 August
Transport System Operating Framework v2 presentation, Tauranga	18 August
SmartGrowth Strategy briefing, Tauranga	18 August
NewstalkZB interview	18 August
MTFJ careers coach bus visit, Te Puke	21 August
John Clements, Zoom	23 August
Western Bay of Plenty Health Foundation launch, Tauranga	24 August
Te Tiriti based Multicultural Day celebration, Tauranga	25 August
CDEM Group Plan pre-hearing briefing, Tauranga	30 August
Forest & Bird lecture, Nicola Toki, Tauranga	30 August
Te Puke Cycleway community information drop-in session, Te Puke	31 August
Seeka's opening of Turanga Whetu accommodation, Katikati	1 September
Waihi Beach Stormwater Liaison Group meeting, Katikati	1 September
Merchant Navy Commemoration Day, Mt Maunganui	3 September

Zespri AIMS Games opening ceremony, Tauranga	3 September
CDEM Group Plan public hearings and deliberation	4 September
Ben Warren, Richard Gerrish, Tauranga	4 September
Service delivery contractor's expo	5 September
Tompkins Wake public lecture:	
Tikanga and NZ's Legal System, Tauranga	6 September
Tiny House Builders open day, Katikati	9 September
Glenn Williams, Te Puke Volunteer Fire Brigade farewell, Te Puke	9 September
TCC/BOPRC/WBOPDC future development discussion	11 September
Standard & Poor's meeting, Tauranga	12 September

11 INFORMATION FOR RECEIPT**12 RESOLUTION TO EXCLUDE THE PUBLIC****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
12.1 - Confidential Minutes of the Projects and Monitoring Committee Meeting held on 8 August 2023	<p>s7(2)(f)(ii) - the withholding of the information is necessary to maintain the effective conduct of public affairs through the protection of Council members, officers, employees, and persons from improper pressure or harassment</p> <p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	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
12.2 - Confidential Minutes of the Audit, Risk and Finance Committee Meeting held on 15 August 2023	s7(2)(f)(ii) - the withholding of the information is necessary to maintain the effective conduct of public affairs through the protection of Council members, officers, employees, and persons from improper pressure or harassment	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

	<p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - the withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p>	
<p>12.3 - Confidential Minutes of the Council Meeting held on 30 August 2023</p>	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p>	<p>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</p>
<p>12.4 - Mayor's Recommendatory Report</p>	<p>s7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p>	<p>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</p>