

Mā tō tātou takiwā
For our District

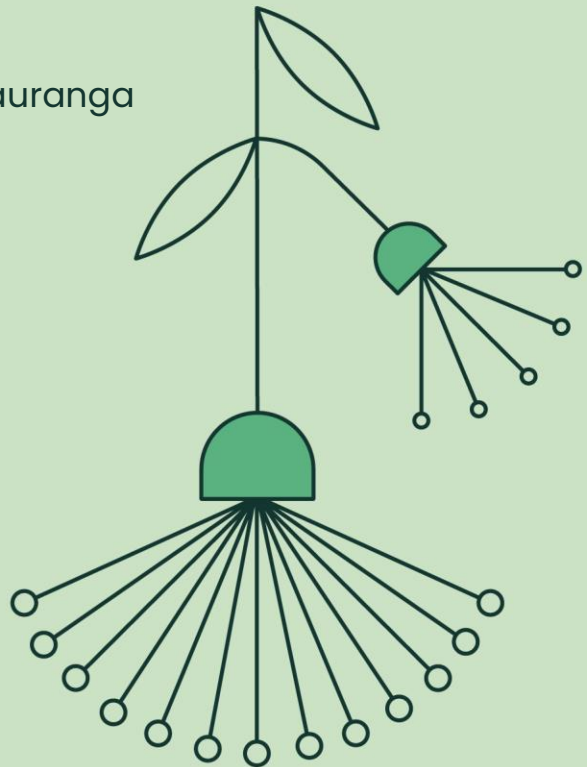
Council

Te Kaunihera

CL24-3

Thursday, 4 April 2024, 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:
Thursday, 4 April 2024 at 9.30am

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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 COMMUNITY BOARD MINUTES FOR RECEIPT

9.1 MINUTES OF THE KATIKATI COMMUNITY BOARD MEETING HELD ON 7 FEBRUARY 2024

File Number: A6014490

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Katikati Community Board Meeting held on 7 February 2024 be received.

ATTACHMENTS

1. Minutes of the Katikati Community Board Meeting held on 7 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
KATIKATI COMMUNITY BOARD MEETING NO. KKC24-1
HELD IN THE CENTRE – PĀTUKI MANAWA, 21 MAIN ROAD, KATIKATI
ON WEDNESDAY, 7 FEBRUARY 2024 AT 7.00PM**

1 PRESENT

Chairperson J Clements, Member N Mayo, Member A Earl, Member T Sage, Cr A Henry and Cr R Joyce.

2 IN ATTENDANCE

J Holyoake (Chief Executive Officer), C Crow (General Manager Infrastructure Services), A Hall (Transportation Area Engineer), R Leahy (Governance Advisor) and G Golding (Governance Manager)

12 members of the public including:

Mayor J Denyer

R Goudie (Waihi Beach Community Board Chairperson)

3 APOLOGIES

Nil

4 CONSIDERATION OF LATE ITEMS

Nil

5 DECLARATIONS OF INTEREST

Nil

6 PUBLIC EXCLUDED ITEMS

Nil

7 PUBLIC FORUM

7.1 PAULA GAELIC – WESTERN BAY MUSEUM

Ms Gaelic attended the meeting and provided the Board with an update on the Western Bay Museum:

- Visitor numbers for the Treasures of Culture Exhibition was exceeding their targets.
 - The A&P Show was successful with 1800 visitor connections.
 - There was around 200 people that attended the Waitangi Day Event. There was sharing of kai and discussion on Te Tiriti o Waitangi.
 - Ms Gaelic shared a speech from the Waitangi Day Event (Tabled Item 1) and expressed disappointment that not all the Community Board Members attended the event.
-

7.2 KEITH HAY – VARIOUS ITEMS

Mr Hay was in attendance and discussed various matters (Tabled Item 2):

- Mr Hay raised a concern about the financial contributions outlined in the Annual Report.
 - Mr Hay raised a concern about Council's submission on community-led retreat.
-

7.3 BRYN GRADWELL – KATIKATI BOWLING CLUB GRANT APPLICATION

Mr Gradwell was in attendance on behalf of the Katikati Bowling Club to discuss the group's Community Board grant application:

- The Katikati Bowling Club had to cancel a number of events and tournaments due to the weather, as a result, the Club was now looking to install an artificial green.
 - The total cost of the project was in excess of \$300,000 and the Club had raised \$125,000 so far. The Club was also seeking funding from TECT.
 - The majority of bowling clubs in the Western Bay of Plenty were Council-owned, however, the Katikati Bowling Club owned their land and facility.
-

8 PRESENTATIONS

8.1 CHROME COLLECTIVE

Sharaine Stenberg and Shelly Robinson were in attendance to discuss the Chrome Collective's resource recovery centre initiative in Katikati (Tabled Item 3):

- The organisation focused on business and employment opportunities for people with disabilities.
 - A six month feasibility study would be conducted on establishing a resource recovery centre in Katikati.
 - The Seagull Centre in Thames would be partnering with the Chrome Collective to help set up the resource recovery centre.
 - The current model did not have a retail centre in Katikati; however, the Seagull Centre would sell the items in their retail centre until a retail site in Katikati was established.
 - Chrome Collective would be holding a community competition to name the resource recovery centre.
-

8.2 PROJECT PARORE AND PERMACULTURE TOWN CONCEPT

Peri St Clair and David Peters were in attendance to discuss Project Parore and permaculture town centre concept.

- An overview of the concept of permaculture was provided to the Board (Tabled Item 4).
 - Ms St Clair was concerned about climate change and believed permaculture would assist with mitigating the impact of climate change. Community organisations in Katikati should adopt a permaculture approach to become a sustainable and resilient town.
 - Mr Peters provided an update on the work that Project Parore was undertaking in Katikati.
 - There was scope for further agreements with Council for pest control and planting in the area.
-

8.3 PROFESSOR PETER MADDISON – THE ENVIRONMENTAL BENEFIT OF PERMEABLE SURFACES IN URBAN ENVIRONMENTS

Professor Peter Maddison was unable to attend the meeting.

9 MINUTES FOR CONFIRMATION

9.1 MINUTES OF THE KATIKATI COMMUNITY BOARD MEETING HELD ON 15 NOVEMBER 2023

RESOLUTION KKC24-1.1

Moved: Member T Sage

Seconded: Member N Mayo

1. That the Minutes of the Katikati Community Board Meeting held on 15 November 2023 as circulated with the agenda be confirmed as a true and correct record.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

MOTION

RESOLUTION KKC24-1.2

Moved: Cr R Joyce

Seconded: Cr A Henry

That in accordance with Standing Order 9.4, the order of business be changed with the Agenda Item 10.4 'Katikati Community Board – Grant Applications – February 2024' be dealt with as the next item of business, in order to release the applicants from the meeting.

CARRIED

10 REPORTS

10.4 KATIKATI COMMUNITY BOARD – GRANT APPLICATIONS – FEBRUARY 2024

The Board considered a report dated 7 February 2024 from the Governance Advisor. The report was taken as read, with further discussion below:

- Katikati Bowling Club were looking to seek funding from TECT, however, their application would be stronger if it had support from the Community Board.
 - Due to limited funds, the Community Board could only contribute a small amount of funding towards the project.
 - The Community Board was supportive of the Katikati Bowling Club's project.
-

RESOLUTION KKC24-1.3

Moved: Cr A Henry

Seconded: Cr R Joyce

1. That the Governance Advisor's report dated 7 February 2024 titled 'Katikati Community Board Grant Applications – February 2024' be received.
2. That the Katikati Community Board approve the grant application from Katikati Bowling Club Incorporated for \$2000 (excluding GST), to contribute towards funding the installation of an artificial playing surface. This grant will be funded from the Katikati Community Board Grants Account, subject to all accountabilities being met, and notes the Community Board's support for the project.

CARRIED

10.1 WORKSHOP NOTES – 24 JANUARY 2024

Workshop notes from the Katikati Community Board workshop on 12 October were received with the following comments made:

- To mitigate community concerns, the Community Board would like to plant trees in the Kotahi Lane area in tandem with the removal of cherry trees.
-

10.2 CHAIRPERSON'S REPORT – FEBRUARY 2024

The Board considered a report dated 7 February 2024 from the Chairperson. The report was taken as read, with further discussion on the below items.

RESOLUTION KKC24-1.4

Moved: Member N Mayo

Seconded: Member T Sage

1. That the Chairperson's report dated 7 February 2024, titled 'Chairperson's Report – February 2024', be received.

CARRIED

10.2.1 MARKET SQUARE DEVELOPMENT

- As Council was the administering body for the Town Centre Development Fund. The Board could only recommend to Council to commit funding towards the project.
- If the detailed design costs more than the estimate of \$50,000, then it would be up to Council to decide if it would be funded.
- An Electric Vehicle charging station and disabled parking would be considered in the detailed design.
- The contract for the design and works would be awarded in line with Council's procurement processes and policy.

RESOLUTION KKC24-1.5

Moved: Member A Earl

Seconded: Cr R Joyce

2. That the Katikati Community Board endorse the concept plan (Attachment 1) and recommend that Council approve funding of up to \$50,000 from the Katikati Town Centre Development Fund for costs relating to a detailed design for the market square development.

CARRIED

10.2.2 CHERRY TREE REMOVAL AND KOTAHI LANE

- Only four cherry trees would be removed as some were on private land.
- It was standard practice to remove the root ball of trees once they had been removed.
- The Board would like to see suitable planting in the Kotahi Lane area once the cherry trees had been removed.

RESOLUTION KKC24-1.6

Moved: Member T Sage

Seconded: Cr A Henry

3. That the Katikati Community Board approve up to \$6,000 from the Katikati Community Board Roading Account for costs relating to the removal of the cherry trees on Kotahi Lane (upper) car park area, noting that the Board would obtain advice about suitable planting in that area.

CARRIED

RESOLUTION KKC24-1.7

Moved: Member T Sage

Seconded: Member A Earl

4. That the Katikati Community Board approve up to \$15,000 from the Katikati Community Board Roothing Account for costs relating to sealing the Kotahi Lane (upper) car park following the removal of the cherry trees.

CARRIED

10.3 KATIKATI COMMUNITY BOARD COUNCILLOR'S REPORT - FEBRUARY 2024

The Board considered a report dated 7 February 2024 from Cr Henry. The report was taken as read, with further discussion on the below items:

- The inclusion of workshop notes on agendas enabled the public to see the decision-making process.
- Feedback from the community about extending the Long Term Plan (LTP) process had been positive.

The Board queried if they would be consulted on the LTP prior to going out to public consultation.

RESOLUTION KKC24-1.8

Moved: Cr A Henry

Seconded: Cr R Joyce

1. That the Councillor's report dated 7 February 2024 titled 'Katikati Community Board Councillor's Report – February 2024' be received.

CARRIED

10.5 PROJECTS AND OPERATIONS REPORT - FEBRUARY 2024

The Board considered a report dated 7 February 2024 from the Governance Advisor. The report was taken as read, with further discussion on the below items.

RESOLUTION KKC24-1.9

Moved: Cr R Joyce

Seconded: Cr A Henry

1. That the Governance Advisor's report dated 7 February 2024 titled 'Projects and Operations Report – February 2024' be received.
-

-
2. That the Katikati Community Board acknowledge the previous resolution to approve funding for rural bus shelters (KKC23-6.8), and note it no longer includes Tuapiro Marae.

CARRIED

10.5.1 RURAL BUS SHELTERS

- A concern was raised that by funding the bus shelters at Te Rereatukahia marae, this would set a precedent for Community Board funds being spent on private land.
 - It was noted that some Council assets were already on private land, for example, wastewater and stormwater systems.
 - The Board requested information on what policy was used to seal and maintain Māori Roads.
 - There was a need for a bus shelter at the wharenuī site on Rereatukahia Pa Road, this section of the road was Māori Road but sealed and maintained by Council.
 - It was currently not possible for a bus to drive down Tuapiro Road. The Board was advised not to put bus shelters at Tuapiro Marae until the issues with the turning circle at the marae had been addressed.
 - The Community Board supported installing bus shelters at Tuapiro Marae once the seal extension had been completed.
-

10.5.2 DAVE HUME POOL

- Members of the public had approached the Board about whether the learners pool would be covered or not.
 - The Board requested a copy of the concept plan for the Dave Hume Pool.
-

10.5.3 PROJECT PRIORITIES

- Members of the Board met with Waka Kotahi New Zealand Transport Agency to discuss the pedestrian refuge outside BP Service Station. Waka Kotahi New Zealand Transport Agency indicated they did not want to relocate that crossing at this time.
 - Waka Kotahi New Zealand Transport Agency had advised members of the Board that pedestrian crossings needed to be painted at both ends. A service request had been lodged with Waka Kotahi New Zealand Transport Agency to paint the crossings.
-

- It was unlikely that the Mulgan Street-Uretara Bridge Embankment would go ahead due to the costs involved with the project.
 - The Chairperson advised that the project priorities would be reconsidered at the next Community Board workshop.
-

10.6 KATIKATI FINANCIAL REPORT – DECEMBER 2023

The Board considered a report dated 7 February 2024 from the Financial Business Advisor. The report was taken as read.

RESOLUTION KKC24-1.10

Moved: Member T Sage

Seconded: Cr A Henry

That the Financial Business Advisor's report dated 7 February, titled 'Financial Report Katikati – December 2023', be received.

CARRIED

The Meeting closed at 9:07pm.

Confirmed as a true and correct record at the Katikati Community Board meeting held on 3 April 2024.

.....
Chairperson J Clements

CHAIRPERSON / MAYOR

9.2 MINUTES OF THE ŌMOKOROA COMMUNITY BOARD MEETING HELD ON 13 FEBRUARY 2024

File Number: A6004259

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Ōmokoroa Community Board Meeting held on 13 February 2024 be received.

ATTACHMENTS

1. Minutes of the Ōmokoroa Community Board Meeting held on 13 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
ŌMOKOROA COMMUNITY BOARD MEETING NO. OMC24-1
HELD IN THE ŌMOKOROA LIBRARY & SERVICE CENTRE, WESTERN AVENUE, ŌMOKOROA
ON TUESDAY, 13 FEBRUARY 2024 AT 7.00PM**

1 PRESENT

Chairperson P Presland, Deputy A Hughes, Member B Bell, Member G Neilson and Cr D Thwaites.

2 IN ATTENDANCE

A Curtis (General Manager Regulatory Services), A Hall (Roading Engineer West) G Golding (Governance Manager), and J Osborne (Governance Advisor).

10 members of the public.

Councillor M Murray-Benge.

3 APOLOGIES

APOLOGY

RESOLUTION OMC24-1.1

Moved: Deputy A Hughes

Seconded: Member G Neilson

That the leave of absence from Cr Grainger be accepted.

CARRIED

4 CONSIDERATION OF LATE ITEMS

Nil

5 DECLARATIONS OF INTEREST

Nil

6 PUBLIC EXCLUDED ITEMS

Nil

7 PUBLIC FORUM

7.1 COUNCILLOR MURRAY-BENGE – VARIOUS TOPICS

Councillor Murray-Benge was in attendance to speak regarding various topics. The following points were raised.

- There was the ability to have an influence on the landscaping of the Ōmokoroa/SH 2 intersection. The trees had been removed, and there was a need for a good landscaping proposal.
- It was believed that there should be at least six tennis courts at Western Avenue, and that these should not be multiuse.
- Concern was raised over the poor entranceway to a business property at the top of Prole Road. It was important that this be investigated to ensure that this is fixed.
- There was ongoing support for a higher Police presence in Ōmokoroa, and it was suggested that a local Member of Parliament (MP) be invited to speak to the community.

Comments from Community Board members/staff:

- The Transportation Area Engineer noted that the issue on Prole Road had been identified and escalated to the Project Manager.
- There had been an increase in Police presence in Ōmokoroa, including checkpoints and patrols.
- Community Policing had established an office on Hamurana Road that was available for Police use.
- There were ongoing conversations about community safety, and there were now 1,100 members in Neighbourhood Watch.

7.2 CHRIS DEVER – VARIOUS TOPICS

Mr Dever was in attendance to speak regarding various topics (Tabled Item 1). The following points were raised:

- Concern was raised over the amount requested from the Probus Club of Ōmokoroa.
- There was no RSA in Ōmokoroa, as the area was a part of the Katikati RSA. The local dawn services were coordinated by Greg Taylor and Mr Dever.
- It was believed that the investigation of additional street lighting (page 23 of the agenda) was an extremely slow process. It was felt that the appropriate action should be to investigate whether the lighting in the area met the appropriate lighting standards relative to the facilities in the area.

- There were now several households who had raised lighting concerns between 65 and 72 Ōmokoroa Road. The area was pitch black at night-time, and Mr Dever noted that concerns would be addressed to Council rather than the Community Board.

Tabled Item 1: Various Topics related to the Ōmokoroa Community Board Agenda.

7.3 ANNA KINGSTON - COMMUNITY FRUIT TREE GARDEN

Ms Kingston was in attendance to speak regarding a proposed to convert a reserve on McDonell Street to a community fruit tree garden. The following points were raised:

- Seven years ago there were slips on 37 and 39 McDonell Street. The houses were removed and the land had been converted into reserve land.
- The reserve currently had a seat, and there was desire from neighbouring properties to convert the land into a community fruit tree garden to benefit the community.
- The proposal was currently at the concept stage, and this was provided to the Board (Tabled Item 2).
- The garden would compliment the existing community garden at the Ōmokoroa Point School on Hamurana Road.
- Appropriate fruit trees would need to be planted, in order to manage rats and other pests.
- Support from the Council and Community Board was being sought, as outlined in Tabled Item 2.

Points of clarification raised by the Board:

- The land was regularly mown, but as there was existing concrete foundations and the slip was a sharp drop down, this was a difficult and dangerous task.
- Fruit trees would need to be sourced that do not grow too tall, so as not to compromise residents view.

This topic would be workshopped by the Board to determine next steps, and to decide a level of engagement for the Board.

Tabled Item 2: Proposal for Community Fruit Tree Garden to be Established at the Bramley Reserve.

7.3 FRIENDS OF KAIMAI VIEWS

Representatives from Friends of Kaimai Views (FoKV) were in attendance to speak regarding maintenance and roading concerns within Kaimai Views. Graham Anderson raised the following points:

- Present concerns in the area were outlined (Tabled Item 3 & 4), as well as FoKV's proposal.
- Concerns included the unsightly look of Kaimai Views, and the ongoing parking/road safety concerns.
- Mr Anderson provided the Board with FoKV's proposal (Tabled Item 3). This proposal was a permanent solution to the issues.
- Parking and road safety was a major concern, and posed problems such as emergency and service vehicles (such as rubbish trucks), unable to enter the area from both sides.
- A large, privately owned 7,000 square metre bank had become a fire risk, and was a haven for rodents.
- Quotes were provided to the Board (Tabled Item 5 & 6).

Comments/points of clarification from Community Board members/staff:

- A change to kerbing to allow for wider parking was the ultimate outcome.
- There was an empty section owned by Council that could be better utilised. Currently, it was just being mowed and left empty.
- The Totally Cut quote (Tabled Item 5) was the cost for each lawn service. Tabled Item 4 was a one-off cost for refurbishment and garden remedies.

The Transportation Area Engineer noted that it was difficult to achieve extra parking and balance this with the road width, but it was acknowledged that the service levels of the area had not been up to standard. However, he was willing to meet with a FoKV representative to do a tour of the area. There was also an opportunity to reiterate to the incoming contractors what the expectations of the area were. Contractors had already been organised to complete a weed and pest plant removal at the entrance of the area, and mulching was also being planned.

Tabled Item 3: Concerns and Proposal from FoKV.

Tabled Item 4: Letter of Support from Kauri Lane Resident.

Tabled Item 5: Quote for one-off, Kaimai Views Berm Refurbishment.

Tabled Item 6: Quote for regular, commercial grade lawn services in Kaimai Views.

8 MINUTES FOR CONFIRMATION

8.1 MINUTES OF THE ŌMOKOROA COMMUNITY BOARD MEETING HELD ON 21

NOVEMBER 2023

RESOLUTION OMC24-1.2

Moved: Member G Neilson

Seconded: Cr D Thwaites

1. That the Minutes of the Ōmokoroa Community Board Meeting held on 21 November 2023 as circulated with the agenda be confirmed as a true and correct record.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

9 REPORTS

9.1 ŌMOKOROA COMMUNITY BOARD – CHAIRPERSON'S REPORT – FEBRUARY 2024

The Board considered a report dated 13 February 2024 from the Chairperson. The Board took the report as read.

Member Hughes provided an update on the Community Response Plan:

- The community response plan had been completed, and pamphlets were being distributed to the community.
 - The Ōmokoroa Community Response Team would be attending upcoming market days.
 - The Team were looking at establishing some contact with the Katikati Community Response Team.
 - The Team was undergoing some training, as they would be the initial assistance to a natural disaster in the area (first three days of a disaster).
-

RESOLUTION OMC24-1.3

Moved: Member G Neilson

Seconded: Deputy A Hughes

1. That the Chairperson's report dated 13 February 2024 titled 'Ōmokoroa Community Board – Chairperson's Report – February 2024' be received.

CARRIED

9.2 ŌMOKOROA COMMUNITY BOARD COUNCILLOR'S REPORT – FEBRUARY 2024

The Board considered a report dated 13 February 2024 from Councillor Thwaites. The Board took the report as read, with further discussion as follows:

- The Long Term Plan (LTP) had begun.
- With regard to Plan Change 92, the four Commissioners had released their hearings and recommendations to Council.
- The Representation Review would take place later in 2024.
- The first Kaimai Community Forum for 2024 would take place on 21 February 2024, at 7.00pm in the Ōmokoroa Sports Pavilion.

RESOLUTION OMC24-1.4

Moved: Cr D Thwaites

Seconded: Member B Bell

That Councillors Thwaites' report dated 13 February 2024 titled 'Ōmokoroa Community Board Councillor's Report – February 2024' be received.

CARRIED

9.3 ŌMOKOROA COMMUNITY BOARD – GRANT APPLICATION – FEBRUARY 2024

The Board considered a report dated 13 February 2024 from the Governance Advisor. The Board took the report as read, with further discussion as follows:

- The Club had been running for 25 years, and getting the word out was the current focus – signage had been created, and letterbox drops were underway.
- Funding had been sought from Bay Trust and Department of Internal Affairs.
- Member Bell raised concern about the precedent that might be set if the funding were to be approved, and felt that there were better funding avenues for the Club to explore other than the Community Board.
- There was discomfort around funding the bus trips, and it was felt that the funding should be used more for advertisements and signage to build the Club's membership.

The Board received clarification from a member of the Probus Club on the following:

- The purpose of the bus trips was to incentivise people going out and making connections. This was mostly funded by the attendees, but the Community Board grant would subsidise this to attract more members.
- Membership of the Probus Club was approximately 40 people.

RESOLUTION OMC24-1.5

Moved: Deputy A Hughes

Seconded: Cr D Thwaites

1. That the Governance Advisor's report dated 13 February 2024 titled "Ōmokoroa Community Board – Grant Application – February 2024" be received.
2. That the Ōmokoroa Community Board approve the grant application from the Probus Club of Ōmokoroa for \$2,370.00, for the purpose of advertising/promotion and signage for the club.

Member Bell voted against the motion.

CARRIED

9.4 ŌMOKOROA COMMUNITY BOARD – ANZAC DAY COMMEMORATION 2024

The Board considered a report dated 13 February 2024 from the Governance Advisor. The Board took the report as read, with further discussion as follows:

- It was proposed to the Board to approve more funding to purchase a reusable wreath, rather than a floral wreath, in order to provide a more sustainable option every year at the Anzac Day service in Ōmokoroa. This wreath could be used for years to come.

RESOLUTION OMC24-1.6

Moved: Member B Bell

Seconded: Member G Neilson

1. That the Governance Advisor's report dated 13 February 2024, titled 'Ōmokoroa Community Board – ANZAC Day Commemoration 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.

CARRIED

RESOLUTION OMC24-1.7

Moved: Member B Bell

Seconded: Member G Neilson

3. That the Ōmokoroa Community Board provide a reusable wreath for the ANZAC Day Service, to be paid from the Ōmokoroa Community Board Contingency Account (up to the value of \$350).

4. That Chairperson Presland represents the Ōmokoroa Community Board at the ANZAC Day Service in Ōmokoroa on 25 April 2024.

CARRIED

9.5 ŌMOKOROA COMMUNITY BOARD - PROJECTS AND OPERATIONS REPORT - FEBRUARY 2024

The Board considered a report dated 13 February 2024 from the Governance Advisor. The Board took the report as read, with further discussion as follows:

- The Boat Club Embankment Fencing had been completed.

RESOLUTION OMC24-1.8

Moved: Deputy A Hughes

Seconded: Member G Neilson

That the Governance Advisor's report dated 13 February 2024 titled 'Ōmokoroa Projects and Operations Report – February 2024' be received.

CARRIED

9.6 FINANCIAL REPORT ŌMOKOROA - DECEMBER 2023

The Board considered a report dated 13 February 2024 from the Financial Business Advisor. The Board took the report as read, with further discussion as follows:

- On page 44 of the agenda (resolution OM21-3.8), there was a commitment to the Ōmokoroa Bowling Club for a grant from 2021. The last claim to this grant was from July 2021. It was agreed that the money would be released back into the Community Board's reserve account, and if the Bowling Club wish to apply for funding again, they can propose it to the current triennium's Community Board.

RESOLUTION OMC24-1.9

Moved: Cr D Thwaites

Seconded: Member G Neilson

That the Financial Business Advisor's report dated 13 February 2024 titled 'Financial Report Ōmokoroa – December 2023' be received.

CARRIED

RESOLUTION OMC24-1.10

Moved: Member G Neilson

Seconded: Member B Bell

5. That the Ōmokoroa Community Board requests that the remainder of the 'Committed – Reserve Expenditure' related to the grant application for the Ōmokoroa Bowling Club (OMC21-3.8), be released back into the Ōmokoroa Community Board Reserves Account, as there have been no claims since 2021, with the remainder being \$4,600.00.

CARRIED

The Meeting closed at 8.21pm.

Confirmed as a true and correct record at the Ōmokoroa Community Board meeting held on 9 April 2024.

.....
Chairperson P Presland

CHAIRPERSON

9.3 MINUTES OF THE TE PUKE COMMUNITY BOARD MEETING HELD ON 15 FEBRUARY 2024

File Number: A6004256

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Te Puke Community Board Meeting held on 15 February 2024 be received.

ATTACHMENTS

1. Minutes of the Te Puke Community Board Meeting held on 15 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
TE PUKE COMMUNITY BOARD MEETING NO. TPC24-1
HELD IN THE TE PUKE LIBRARY AND SERVICE CENTRE, 130 JELICOE STREET, TE PUKE
ON THURSDAY, 15 FEBRUARY 2024 AT 7.00PM**

KARAKIA

Cr Wichers opened the meeting with a karakia.

1 PRESENT

Chairperson K Ellis, Member K Summerhays, Cr G Dally and Cr A Wichers

2 IN ATTENDANCE

C Crow (General Manager Infrastructure Group), S Prendergast (Transportation Area Engineer), G Golding (Governance Manager), and J Osborne (Governance Advisor)

2 members of the public.

Councillor R Crawford (Maketu-Te Puke Ward)

3 APOLOGIES

APOLOGY

RESOLUTION TPC24-1.1

Moved: Member K Summerhays

Seconded: Cr A Wichers

That the apologies for absence from Member Snell and Member Chauhan be accepted.

CARRIED

4 CONSIDERATION OF LATE ITEMS

Nil

5 DECLARATIONS OF INTEREST

Nil

6 PUBLIC EXCLUDED ITEMS

Nil

7 PUBLIC FORUM

7.1 MARK BOYLE – TE PUKE ECONOMIC DEVELOPMENT GROUP (TPEDG)

Mr Boyle was in attendance to provide an update on Te Puke Economic Development Group (TPEDG), and the themes of what the Group was doing in 2024. The following points were raised:

- TPEDG was working on digital marketing and information sharing, which included the creation of hashtags, two websites, social media, and an annual video.
- In 2023, TPEDG had a Te Puke Times column, which would be run again late 2024/into 2025.
- A digital enterprise was established last year, which involved making short documentary videos about Te Puke, including a story about Charlie Wilson, a Māori artist and carver, and a story about the new mural in Commerce Lane.
- The Business Excellence Awards would take place in 2025, with it being advertised throughout 2024.
- TPEDG had submitted a detailed SmartGrowth strategy submission and facilitated a tour with the SmartGrowth strategy panel.
- Ongoing engagement was happening with NKGI and Zespri on what was important for the kiwifruit industry.
- There was an specific focus on economic growth around the kiwifruit industry, as it creates jobs and is critical for social infrastructure.
- TPEDG developed a campaign called 'Lets Keep it Local' which would be promoted in 2024. It focussed on the importance of local spend.
- 300 people attended the last Te Puke Business Excellence Awards, including Mayor Denyer.
- Environmental responsibility was a focus, which included the promotion of the natural environment, in connection with Bay of Plenty Alliance, to educate businesses on the environment and their impact.
- The town centre and kiwifruit slice sculptures were looking good, due to efforts from the Council and Community Board to clean up these areas.
- There needed to be something done about the Heritage Plaza area.
- TPEDG had created a concept to promote stories around Te Puke's kiwifruit industry and would be seeking funding for this during 2024.

Responses to Questions/Comments from the Board:

-
- TPEDG had created its own SmartGrowth Forum, as there were no official forums. Anyone that wishes to be part of this could contact TPEDG.
 - It was suggested to TPEDG that Bay of Plenty Regional Council (BOPRC) be contacted about its cleaner reduction programme, for the industries in Te Puke. BOPRC had funding available for this.
 - Concern was raised from a member of the Board that Te Puke is the area that gets all the industries and social services that are not wanted in other areas of the District, and there was a need for TPEDG to be aware and vigilant about this.
-

7.2 LORNA COOPER - NO 1 ROAD

Ms Cooper was in attendance to raise her concerns with No 1 Road, and to seek an update on the matter.

The General Manager Infrastructure Services had visited Ms Coopers home to inspect the concerns and discuss a solution. Ms Cooper wanted to know what the outcome of this was.

General Manager Infrastructure Services:

- Threshold fencing was going up next week, and signs for this had also been ordered. Traffic calming was the primary solution.
 - A reseal of the road was planned for March 2024.
 - Other residents had been consulted and were experiencing the same issues.
-

7.3 RICHARD CRAWFORD - COMMUNITY RESPONSE

An update had already been provided to the Community Board on the Community Response Team, however, Cr Crawford made the following points:

- The Community Response plan would hopefully be finalised and rolled out soon.
 - Chairperson Ellis would be involved in this on behalf of the Community Board, however, any one on the Community Board was able to be involved.
-

8 MINUTES FOR CONFIRMATION

8.1 MINUTES OF THE TE PUKE COMMUNITY BOARD MEETING HELD ON 23 NOVEMBER 2023

The Board considered a report dated 15 February 2024 from the Governance Advisor. The report was taken as read, with clarification on the below:

- An invoice has been received from Dashmesh Sports and Cultural Society, for the grant application in November 2023.
- Item 9.4: Election of Deputy Chairperson – the election of Member Snell to Deputy Chairperson needed to be reflected in the Community Board's Terms of Reference.
- Item 9.9.3: Queen Palms Frontage – it was the responsibility of the developer to plant the area with grass, but this had not been done. Subsequently, Council would be completing these works.

RESOLUTION TPC24-1.2

Moved: Cr A Wichers

Seconded: Member K Summerhays

1. That the Minutes of the Te Puke Community Board Meeting held on 23 November 2023 as circulated with the agenda be confirmed as a true and correct record, with the following amendment:

Item 9.1.2 on page 3 of the minutes, should read: "The pump track was no longer being funded through the Waka Kotahi Transport Choices funding, and was now funded through the funding assistance rate."

2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

9 REPORTS

9.1 TE PUKE COMMUNITY BOARD – CHAIRPERSON'S REPORT – FEBRUARY 2024

The Board considered a report dated 15 February 2024 from Chairperson Ellis. The report was taken as read, with further discussion on items as follows.

RESOLUTION TPC24-1.3

Moved: Member K Summerhays

Seconded: Cr A Wichers

1. That the Chairperson's report dated 15 February 2024 titled 'Te Puke Community Board – Chairperson's Report – February 2024' be received.
 2. That the Te Puke Community Board approve an additional \$60.07, for a total amount of \$3,060.07 (see TPC23-4.4), to be funded from the Te Puke Community Board Reserves Account for the cost of the installation of Wifi in Jubilee Park, as per the cost estimate provided by Rexnetworks (Attachment 1 of this report).
-

3. That the Te Puke Community Board approve the amount of \$1,550.00 from the Te Puke Community Board reserves account to put towards the cost of the installation of a shade sail for the Te Puke Dog Park, with an upgraded design being sought to include steel poles, which will be confirmed by the Community Board once received.
4. That the Te Puke Community Board approve the amount of \$2,300.00 from the Te Puke Community Board contingency account to fund the painting of a mural on the Rangioru Sports Club fence line, to be done by Millie Olive Pidwell.

CARRIED

9.1.1 WI-FI IN JUBILEE PARK

The Wi-Fi was ready to be installed on 27 February 2024.

The maintenance of the asset would be covered by the provider, as it would remain their asset.

9.1.2 SHADE SAIL FOR TE PUKE DOG PARK

Concern was raised over the wooden poles, as well as the shape of the sail, and the ability for people to climb up and sit on the sail.

There was concern about the heat of the pump-track concrete, as it was too hot to walk on in warmer temperatures.

Neighbouring areas had shade sails with steel poles, and it was felt the Te Puke Dog Park one should match the quality of these.

Council staff would seek a quote for a steel pole option, and Council would fund the difference between the cost for this and the Community Board's committed funding.

The updated design would be provided to the Community Board, to be confirmed outside of a formal setting between Community Board members and will be made publicly available through the next agenda.

9.1.3 RANGIORU SPORTS CLUB MURAL

The artist, Millie Olive Pidwell, had completed other murals in the area, and was local to Te Puke.

The Public Art Policy had just been approved by Council for consultation, however, this did not apply to this decision.

The mural design would be provided to the Community Board, to be confirmed outside of a formal setting between Community Board members and will be made publicly available through the next agenda.

The Rangiuru Sports Club would pay for any extra cost on top of the Community Board funding.

The mural concept plan would be brought to the next Community Board meeting for information.

9.1.4 HERITAGE PLAZA

This item will be workshopped with the Community Board and relevant staff, at a future Community Board workshop.

9.1.5 POWERED SITE ON JELlicoe STREET (ITEM 5C IN REPORT)

Staff were waiting on a cost for the connection into the power box.

Once a cost estimate has been obtained, PowerCo would need to be engaged to carry out this work.

9.2 TE PUKE COMMUNITY BOARD – COUNCILLOR'S REPORT – FEBRUARY 2024

The Board considered a report dated 15 February 2024 from Cr Wichers. The report was taken as read, with further discussion on the below:

- A concern was raised that the Deputy Chair position for the Te Puke Spatial Plan was not offered to a Tangata Whenua representative. It was agreed that this was a conversation that needed to take place at a Te Puke Spatial Plan Subcommittee meeting.
 - The next Maketu-Te Puke Community Forum was scheduled for 28 February 2024. The venue was yet to be confirmed.
-

RESOLUTION TPC24-1.4

Moved: Cr A Wichers

Seconded: Chairperson K Ellis

That Councillor Wichers' report dated 15 February 2024 titled 'Te Puke Community Board – Councillor's Report – February 2024' be received.

CARRIED

9.2.1 NEW RATES STRIKE

The Long Term Plan was progressing, and a key focus was inflation and rates.

The background to the draft consultation document was being worked on, and would be released mid-May to June 2024.

It was queried when residents would be informed of their new rates, and whether it would be a retrospective charge when the rates invoices were released in September 2024. This would be investigated and reported back to the Board.

9.3 TE PUKE COMMUNITY BOARD – GRANT APPLICATIONS – FEBRUARY 2024

The Board considered a report dated 15 February 2024 from the Governance Advisor. The report was taken as read, with further discussion on the below:

- Youth Encounter Ministries Trust had a grant application approved in April 2023.
 - It was agreed that the application from Youth Encounter Ministries Trust did not fit with the Community Board's Strategic Direction, and that there were more suitable avenues of funding for this.
-

RESOLUTION TPC24-1.5

Moved: Member K Summerhays

Seconded: Chairperson K Ellis

1. That the Governance Advisor's report dated 15 February 2024 titled 'Te Puke Community Board Grant Applications – February 2024' be received.
 2. That the Te Puke Community Board **approve** the grant application from Citizens RSA Te Puke ANZAC Committee for \$1,000.00, to contribute towards catering and other operating expenses for the annual Te Puke Civic ANZAC Day Commemoration. This grant will be funded from the Te Puke Community Board Grants Account, subject to all accountabilities being met.
-

CARRIED

RECOMMENDATION

Moved: Member K Summerhays

Seconded: Chairperson K Ellis

3. That the Te Puke Community Board **do not approve** the grant application from Youth Encounter Ministries Trust.
-

9.4 TE PUKE COMMUNITY BOARD – ANZAC DAY COMMEMORATION 2024

The Board considered a report dated 15 February from the Governance Advisor. The report was taken as read, with further discussion on the below items.

RESOLUTION TPC24-1.6

Moved: Chairperson K Ellis

Seconded: Member K Summerhays

1. That the Governance Advisor's report dated 15 February 2024, titled 'Te Puke Community Board – ANZAC Day Commemoration 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 Te Puke Community Board provide a wreath for the ANZAC Day Service, to be paid from the Te Puke Community Board Contingency Account (up to the value of \$350).

CARRIED

RESOLUTION TPC24-1.7

Moved: Chairperson K Ellis

Seconded: Member K Summerhays

4. That all members of the Te Puke Community Board represent the Te Puke Community Board at the ANZAC Day Service in Te Puke on 25 April 2024.

CARRIED

9.4.1 REUSABLE FLAX ANZAC DAY WREATH

It was proposed to the Board to approve more funding to purchase a reusable wreath, rather than a floral wreath, in order to provide a more sustainable option every year at the Anzac Day service in Te Puke. This wreath could be used for years to come.

The Board requested that the flax artist's portfolio be circulated to Board members before confirming the reusable wreath.

9.5 TE PUKE COMMUNITY BOARD – PROJECTS AND OPERATIONS REPORT – FEBRUARY 2024

The Board considered a report dated 15 February 2024 from the Governance Advisor. The report was taken as read, with further discussion on the below items.

Member Dally congratulated the Transportation Area Engineer and the General Manager Infrastructure Services for the completion of the Jellicoe Street industrial service lane footpath.

RESOLUTION TPC24-1.8

Moved: Cr G Dally

Seconded: Member K Summerhays

That the Governance Advisor's report dated 15 February 2024 titled 'Te Puke Community board – Projects and Operations Report – February 2024' be received.

CARRIED

9.5.1 COMMERCE LANE SAFETY IMPROVEMENTS

The Commerce Lane Pedestrian Safety allocation of \$20,000 was just for the design, and the Transportation Area Engineer was working with a new consultant on the design due to the contract with WestLink ending.

New consultants had also been engaged for the Te Puke Intermediate School speed bump project.

9.5.2 BRIDGE ENHANCEMENTS

The Board agreed to workshop the safety concerns raised over bridges in the area to discuss some bridge enhancements.

9.5.3 HERITAGE PLAZA

The General Manager Infrastructure Services noted that there was \$70,000 remaining allocated from the revivification of the Heritage Plaza that could now be contributed to the Heritage Plaza refurbishment project.

9.5.4 GLYPHOSATE SPRAYING

The main concern with glyphosate spraying was not what was used, it was how it was used. There needed to be some thought put into what was sprayed, rather than blanket spraying.

9.5.5 TE PUKE WASTEWATER TREATMENT PLANT

The designs for the Te Puke Wastewater Plant would be completed in March 2024, and ordering for equipment could begin.

Council was working with Te Ohu Parawai o te Waiāri.

Council was working closely with Quayside Holdings to ensure the plant was operating when they began their first build.

Modelling had been completed to determine the growth numbers and the capacity of the plant.

9.5.6 FLUORIDATION

Cr Wichers provided a brief update on the fluoride situation and the high court ruling.

9.5.7 EASTERN BAY SAFETY PROGRAMME

Concern was raised that there was not a presence of this programme in Te Puke. There was a view that there needed to be more scrutiny on what Council was getting for the money put into the programme. This would be investigated and reported back to the Board.

The Transportation Area Engineer noted that she was working with this programme specifically around school road safety.

9.6 TE PUKE COMMUNITY BOARD – FINANCIAL REPORT DECEMBER 2023

The Board considered a report dated 15 February 2024 from the Financial Business Advisor. The report was taken as read, with further discussion on the below:

The power supply for the Christmas tree was projected to be \$10,000, plus an additional cost for the foundations of the project. The Community Board had committed \$15,000.

RESOLUTION TPC24-1.9

Moved: Chairperson K Ellis

Seconded: Member K Summerhays

1. The Financial Business Advisor's report dated 15 February 2024 titled 'Te Puke Community Board – Financial Report December 2023' be received.

CARRIED

The Meeting closed at 9.00pm.

Confirmed as a true and correct record at the Te Puke Community Board meeting held on 11 April 2024.

.....
Chairperson K Ellis

CHAIRPERSON

UNCONFIRMED

9.4 MINUTES OF THE MAKETU COMMUNITY BOARD MEETING HELD ON 20 FEBRUARY 2024

File Number: A6006880

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Maketu Community Board Meeting held on 20 February 2024 be received.

ATTACHMENTS

1. Minutes of the Maketu Community Board Meeting held on 20 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
MAKETU COMMUNITY BOARD MEETING NO. MKC24-1
HELD IN THE MAKETU COMMUNITY CENTRE, WILSON ROAD, MAKETU
ON TUESDAY, 20 FEBRUARY 2024 AT 7.00PM**

1 PRESENT

Chairperson L Rae, Member T Hopping, Cr R Crawford and Deputy Mayor J Scrimgeour

2 IN ATTENDANCE

E Watton (Acting General Manager Strategy and Community/Strategic Policy and Planning Programme Director), S Prendergast (Transportation Area Engineer) and G Golding (Governance Manager)

3 APOLOGIES

Nil

4 CONSIDERATION OF LATE ITEMS

Nil

5 DECLARATIONS OF INTEREST

Nil

6 PUBLIC EXCLUDED ITEMS

Nil

7 PUBLIC FORUM

7.1 MAX JOHNSTON - VARIOUS ITEMS

Mr Johnston was in attendance to discuss various issues and requested updates on the Urupa and Wilson Road:

The Chairperson provided the following updates on the Urupa:

- The Chairperson advised that the Urupa Taskforce hui would be held in March, it wasn't acceptable that the issues at the Urupa hadn't been addressed.

- The Board had passed a resolution in 2023 to fund the installation of handrailing at the Urupa, however, the project was yet to progress. Staff had advised they would follow up on the project.
- The Urupa Taskforce leader would work with staff to inform next of kin for graves affected by flooding in the Urupa.
- It was decided that the works on the Urupa would start after the Christmas holiday period, the work was still expected to place during the summer period.

The Chairperson provided the following updates on Wilson Road:

- The Community Board did not have enough funding in their Roading Account to fix Wilson Road and the road was scheduled to be rehabilitated by Council.
- Due to the contract ending with Westlink, the Wilson Road rehabilitation had been delayed.
- The schedule for drainage clearing across Maketu had been provided to the Board.

Mr Johnston raised a concern about the lack of mowing across Maketu particularly over the summer period.

The Chairperson provided the following comments:

- Maketu missed out on mowing prior to the busy Christmas period compared to other areas in the District.
- Staff had acknowledged that the mowing in Maketu was unacceptable and did not meet the level of service in the mowing contract.
- It should not be up to the residents of Maketu to be mow the reserves.

7.2 LASSIRA WHAREPOURI – VARIOUS TOPICS

Ms Wharepouri was in attendance and spoke on various topics:

- The name of the Urupa Taskforce should be changed to remove taskforce from it and be more reflective of the community.
- There should be consideration to balancing the ecosystem of the drains alongside the cleaning/dredging.
- Ms Wharepouri was advised that the drains are cleared under certain conditions stipulated in the resource consent. For example, the drains would not be dredged during whitebait spawning season.

8 MINUTES FOR CONFIRMATION

8.1 MINUTES OF THE MAKETU COMMUNITY BOARD MEETING HELD ON 28 NOVEMBER 2023

RESOLUTION MKC24-1.1

Moved: Deputy Mayor J Scrimgeour

Seconded: Member T Hopping

1. That the Minutes of the Maketu Community Board Meeting held on 28 November 2023 as circulated with the agenda be confirmed as a true and correct record.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

9 REPORTS

9.1 MAKETU COMMUNITY BOARD – CHAIRPERSON'S REPORT – FEBRUARY 2024

The Board considered a report dated 20 February 2024 from the Chairperson. The report was taken as read with further discussion as per below:

- The Chairperson acknowledged and congratulated the Chairperson of Te Puke Community Board Kassie Ellis on being nominated for the Young Elected Member of the year at the LGNZ Young Elected Members Conference.
 - The civil defence launch day was well attended and a successful event.
 - The Chairperson noted that the Urupa Taskforce hui would be held on 12 March at 6pm.
 - It was important to hear feedback from the community about what managed retreat looked like for them.
-

RESOLUTION MKC24-1.2

Moved: Chairperson L Rae

Seconded: Deputy Mayor J Scrimgeour

1. That the Chairperson's report dated 20 February 2024 titled 'Maketu Community Board – Chairperson's Report – February 2024' be received.

CARRIED

9.1.1 MOWING RESERVES

The Community Board was concerned that contractors were not meeting the level of service for mowing reserves.

The Board was advised that staff were meeting with Downer to discuss their deliverables and performance in relation to mowing. Downer were bringing in additional resource bring the entire district up to standard.

The Board requested an update from staff on the outcome of the meeting with Downer.

9.1.2 MAKETU BOOK SHARING SHELTER

The Chairperson had received a quote from the contractor Ben Boucher for up to \$15,000 to build a book sharing shelter, depending on what materials were used.

If the book sharing shelter was built near the Maketu Hauora then it should have a similar colour scheme and materials.

The shelter would be built on reserve land, the Board would seek permission for the shelter from Council's Reserves Team.

The Board would consider an appropriate name and the design for the shelter at their next workshop.

RESOLUTION MKC24-1.3

Moved: Cr R Crawford

Seconded: Member T Hopping

That the Maketu Community Board approve up to \$15,000 from the Maketu Community Board Reserves Account, for costs relating to the Book Sharing Shelter subject to approval from the Reserves and Facilities Manager.

CARRIED

9.1.3 MAKETU INFORMATION CENTRE MURAL

The Board had approached a local artist to paint a mural on the side of the information centre.

The artist would require an upfront payment to cover the cost of the paint. The Chairperson advised that graffiti resistant paint would be used for the mural.

The location of the mural was in view of a CCTV camera which reduced the risk of graffiti.

The Board would require written approval from the Operations Manager before the mural was painted.

A detailed quote and design for the mural would be considered at the Board's next workshop.

RESOLUTION MKC24-1.4

Moved: Deputy Mayor J Scrimgeour

Seconded: Chairperson L Rae

That the Maketu Community Board approve up \$8,000 from the Maketu Community Board Reserves Account, for costs relating to the Maketu Information Centre mural, subject to a detailed design and quote being approved by the Board.

CARRIED

9.2 MAKETU COMMUNITY BOARD – COUNCILLOR'S REPORT – FEBRUARY 2024

The Board considered a report dated 20 February 2024 from Councillor Crawford. The report was taken as read with further discussion on the below:

- Councillor Crawford acknowledged the work that emergency services did over the summer period.
 - There was a concern that tourists were unaware of rips and currents at the beach and harbour. It was suggested that signage be installed to identify hazard areas.
-

RESOLUTION MKC24-1.5

Moved: Member T Hopping

Seconded: Chairperson L Rae

That Councillor Crawford's report dated 20 February 2024 titled 'Maketu Community Board – Councillor's Report – February 2024' be received.

CARRIED

9.3 MAKETU COMMUNITY BOARD – ANZAC DAY COMMEMORATION 2024

The Board considered a report dated 20 February 2024 from the Governance Advisor. The report was taken as read with further discussion on the below:

- The Board suggested that staff engage with a local artist to make the sustainable ANZAC day wreath.
-

RESOLUTION MKC24-1.6

Moved: Cr R Crawford

Seconded: Member T Hopping

1. That the Governance Advisor's report dated 20 February 2024, titled 'Maketu Community Board – ANZAC Day Commemoration 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 Maketu Community Board provide a reusable wreath for the ANZAC Day Service, to be paid from the Maketu Community Board Contingency Account (up to the value of \$350).

CARRIED

RESOLUTION MKC24-1.7

Moved: Chairperson L Rae

Seconded: Deputy Mayor J Scrimgeour

4. That Laura Rae and Tippy Hopping represents the Maketu Community Board at the ANZAC Day Service in Maketu on 25 April 2024.

CARRIED

9.4 MAKETU COMMUNITY BOARD – PROJECTS AND OPERATIONS REPORT – FEBRUARY 2024

The Board considered a report dated 20 February 2023 from the Governance Advisor. The report was taken as read with further discussion on the below:

- The Board requested that the project updates on Midway Park and Establishing Community Resource Recovery Centres (CRRC) be removed from future reports as they were not relevant to the Maketu Community Board area.
 - The Board received a second quote for a rubbish bin at Arawa Avenue which was more expensive than the first. Staff advised the Board that maintenance for this bin would need to be submitted under the Long-Term Plan.
 - The Board would discuss options for a bin at Arawa Avenue at their next workshop.
 - The Board raised concerns about an abandoned vehicle in Maketu. Staff advised the Board of Council's process to remove abandoned vehicles.
-

RESOLUTION MKC24-1.8

Moved: Deputy Mayor J Scrimgeour

Seconded: Chairperson L Rae

That the Governance Advisor's report dated 15 February 2024 titled 'Maketu Community Board – Projects and Operations Report – February 2024' be received.

CARRIED

9.5 MAKETU COMMUNITY BOARD – FINANCIAL REPORT DECEMBER 2023

The Board considered a report dated 20 February 2023 from the Financial Business Advisor. The report was taken as read with no further discussion.

RESOLUTION MKC24-1.9

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr R Crawford

That the Financial Business Advisor's report dated 20 February 2024 titled 'Maketu Community Board – Financial Report December 2023' be received.

CARRIED

The Meeting closed at 8:44pm.

Confirmed as a true and correct record at the Maketu Community Board meeting held on 16 April 2024.

.....
Chairperson L Rae

CHAIRPERSON

9.5 MINUTES OF THE WAIHĪ BEACH COMMUNITY BOARD MEETING HELD ON 26 FEBRUARY 2024

File Number: A6014464

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Waihi Beach Community Board Meeting held on 26 February 2024 be received.

ATTACHMENTS

1. Minutes of the Waihi Beach Community Board Meeting held on 26 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
WAIHĪ BEACH COMMUNITY BOARD MEETING NO. WBC24-1
HELD IN THE WAIHĪ BEACH COMMUNITY CENTRE, 106 BEACH ROAD, WAIHĪ BEACH
ON MONDAY, 26 FEBRUARY 2024 AT 5.30PM**

1 PRESENT

Chairperson R Goudie, Deputy D Simpson, Member H Guptill, Member W Stevenson, Cr A Henry and Cr A Sole

2 IN ATTENDANCE

R Davies (Deputy CEO/General Manager Strategy and Community) and R Leahy (Governance Advisor)

20 Members of the Public, including:

Mayor James Denyer

Councillor Rodney Joyce

Katikati Community Board Chairperson John Clements

3 APOLOGIES

Nil

4 CONSIDERATION OF LATE ITEMS

Nil

5 DECLARATIONS OF INTEREST

Nil

6 PUBLIC EXCLUDED ITEMS

Nil

7 PUBLIC FORUM

7.1 JIM COWERN – WILSON ROAD CARPARK

Mr Jim Covern, a resident of Waihi Beach, was in attendance to discuss issues being experienced when exiting the Wilson Road carpark. He highlighted the below points:

Mr Cowern was supportive of the extension to the carpark on Wilson Road (behind the porch).

There had been some near misses with drivers exiting the carpark, as there was limited visibility on the right-hand side.

It was suggested that one of the carparks on Wilson Road be removed to improve the visibility for drivers.

The Board advised they were aware of the issues with exiting the carpark and a project was being considered to remove one or two of the carparks on Wilson Road to help address the visibility issues.

7.2 IAN LOCKE – PUBLIC ACCESSWAY JENKINSON STREET

Mr Locke, a resident of Waihi Beach, was in attendance to discuss the possibility of opening a public accessway from the bottom of Jenkinson Street onto Beach Road. He noted the below points:

- The accessway could be incorporated into the development of the elderly housing carpark.
 - The accessway would be similar to the existing public accessway between Oceanview Road and Fyfe Road.
 - Jenkinson Street was very steep and there were a number of families that lived on the street.
 - The accessway could also be used by Council contractors to access stormwater drainage.
 - The Board requested information from staff on whether this public accessway would be feasible.
-

7.3 KEITH HAY – DEMOLITION OF ELDERLY HOUSING FLATS

Mr Hay, Chair of the Residents and Ratepayers Association, was in attendance to discuss the demolition of elderly housing flats at Waihi Beach. He noted the below points:

- Mr Hay provided the Board with a Tonkin & Taylor report ([Tabled Item 1](#)).
 - Mr Hay believed that the Tonkin & Taylor report showed the elderly housing flats that were damaged due to flooding in the May 2023 should not have been demolished.
 - Mr Hay believed that the demolition of the affected pensioner flats should be stopped and a Council vote on this issue should be taken again.
 - [Tabled Item 1](#): Tonkin & Taylor Report – Waihi Beach Flood Hazard Categorisation
-

7.4 MIKE HICKEY – VARIOUS ISSUES

Mr Hickey, a resident of Waihi Beach was in attendance to discuss various issues (Tabled Item 2 & 3):

- He was of the belief that there was a lack of dog control at Waihi Beach, advising the Board that there had been reports that a seal had been attacked by a dog at Bowentown.
- Mr Hickey requested a report on the Summer Ambassadors activities over the summer period at Waihi Beach.
- Mr Hickey raised concerns regarding:
 - damage to a house on Edinburgh Street that was caused by earthworks from a nearby development;
 - the removal of material from the Stafford Clark pensioner flats that he believed contained asbestos; and
 - the proposed dog parks across the District and the processing times for resource consents.

Tabled Item 2: 'Dog control officer patrols west coast beaches this summer' Kumeu Courier

Tabled Item 3: Notes – Mike Hickey

8 PRESENTATIONS

8.1 PRESENTATION – PIPPA COOMBES – LIVEWELL WAIHI BEACH

Pippa Coombes was unable to attend the meeting.

8.2 PRESENTATION – WAIHI BEACH EVENTS AND PROMOTIONS

Representatives from Waihi Beach Events and Promotions were unable to attend the meeting.

8.3 PRESENTATION – DONNA PFEFFERLE – LIFEGUARD SERVICES WAIHI BEACH

Donna Pfefferle was unable to attend the meeting.

8.4 PRESENTATION – TE WHĀNAU Ā TAUWHAO KI OTAWHIWHI

Reon Tuanau was in attendance to provide the Board with an update on behalf of Te Whānau ā Tauwhao ki Otawhiwhi. The below points were noted:

- Otawhiwhi had been working on building relationships with neighbouring iwi.
- There were a number of upcoming school visits to Otawhiwhi marae from nearby schools.
- The Hauora (based at the marae) provided a free doctors service for the elderly. The marae were also looking to expanding the health and social services provided.
- There had been a number of community events that Otawhiwhi had been involved in, including the Summer Kick Off and North Island Surf Life Guard boat competition. Matua Tuanau was also involved in a blessing for the demolition of the Stafford Clark pensioner flats.
- There were some worrying changes to the biodiversity of the harbour. Pipi beds in front of the marae were dying. Traps were also being set to catch the invasive Asian Paddle Crab, which was found in the harbour.

9 MINUTES FOR CONFIRMATION

9.1 MINUTES OF THE WAIHĪ BEACH COMMUNITY BOARD MEETING HELD ON 4 DECEMBER 2023

RESOLUTION WBC24-1.1

Moved: Cr A Sole

Seconded: Member H Guptill

1. That the Minutes of the Waihi Beach Community Board Meeting held on 4 December 2023 as circulated with the agenda be confirmed as a true and correct record.
2. That the Chairperson's electronic signature be inserted into the confirmed minutes.

CARRIED

10 REPORTS

10.1 WAIHĪ BEACH COMMUNITY BOARD WORKSHOP NOTES – 11 DECEMBER 2023 AND 9 FEBRUARY 2024

The workshop notes were received and no further discussion was held.

10.2 ELECTION OF DEPUTY CHAIR TO THE WAIHI BEACH COMMUNITY BOARD

The report was taken as read, with further discussion as listed below:

The Board congratulated Member Dani Simpson on becoming Deputy Chairperson of the Waihi Beach Community Board.

The Board requested a new group photo of the Community Board.

RESOLUTION WBC24-1.2

Moved: Member H Guptill

Seconded: Member W Stevenson

1. That the Senior Governance Advisor's report dated 26 February 2024 titled 'Election of Deputy Chairperson to the Waihi Beach Community Board' be received.
2. That the Waihi Beach Community Board elects Dani Simpson as the Deputy Chairperson of the Waihi Beach Community Board.

CARRIED

10.3 WAIHI BEACH COMMUNITY BOARD CHAIRPERSON'S REPORT – FEBRUARY 2024

The Board considered a report from the Chairperson. The report was taken as read, with further discussion on the below items:

- Members of the Board were concerned about the Levels of Service for both mowing and rubbish in Waihi Beach.
- The Board had received a report from Boffa Miskell regarding the placement of the pedestrian refuge on Beach Road, as part of the Waihi Beach School Bus Bay project. The Board requested that costings for the different options be considered at their next workshop.
- The Chairperson advised that the Board would arrange a meeting with the Athenree Action Group to discuss their aspirations.

RESOLUTION WBC24-1.3

Moved: Member D Simpson

Seconded: Member H Guptill

1. That the Chairperson's report dated 26 February 2024 titled 'Waihi Beach Community Board Chairperson's Report – December 2023' be received.
-

CARRIED

10.3.1 WILSON ROAD CARPARK (BEHIND THE PORCH)

Members of the Board were concerned that there were mobility carparks on the gravel carpark on Wilson Road (behind the porch).

It was suggested that the Board consider partially sealing the Wilson Road carpark (behind the porch) to prevent further potholes. The Board was advised that this could be workshopped with Council's Transportation Area Engineer.

10.3.2 TUNA AVENUE OUTDOOR SHOWER

The Board felt the maintenance would be easier for a push button outdoor shower.

It was important for members of the public, who swam at the beach, to have access to a shower facility.

The bank and trees on the roadside provided privacy for the outdoor shower.

RESOLUTION WBC24-1.4

Moved: Member W Stevenson

Seconded: Member H Guptill

2. That the Waihi Beach Community Board approve up to \$2500 from the Waihi Beach Reserve Account towards a push button shower at Tuna Avenue (Roadside of Toilet Block).

CARRIED

10.4 WAIHI BEACH COMMUNITY BOARD COUNCILLOR'S REPORT - FEBRUARY 2024

The report was taken as read, with further discussion as per below:

- The rubbish bins in the main street were not seagull proof and the Board should investigate alternative options.
 - There should be meetings with staff, Elected Members and the community on elderly housing in Waihi Beach.
 - Council had deemed the flood affected units as unsafe for pensioners to live in.
 - The Board was of the belief that the insurance company (for the flood affected elderly housing units) was only willing to renovate the units at their original location. The pay out for the units that are being demolished was at the same rate
-

as if they were being refurbished, this money would be used for the demolition of the units.

RESOLUTION WBC24-1.5

Moved: Cr A Sole

Seconded: Member H Guptill

That the Councillor's report dated 26 February 2024 titled 'Waihi Beach Community Board Councillor's Report – February 2024' be received.

CARRIED

10.5 WAIHI BEACH COMMUNITY BOARD – ANZAC DAY COMMEMORATION 2024

The report was taken as read, with further discussion as listed below:

- The Board were advised that the cost of a wreath had increased from previous years to allow for the purchase of a sustainable wreath that could be used in subsequent years.
- The Board were supportive of a sustainable wreath being used for the Anzac Day as long as it was appropriate for the occasion. The Board was advised that sustainable wreaths were used for other Council ceremonies.

The Board requested for pictures of the proposed sustainable wreaths to be circulated to the Board.

RESOLUTION WBC24-1.6

Moved: Member H Guptill

Seconded: Member D Simpson

1. That the Governance Advisor's report dated 26 February 2024, titled 'Waihi Beach Community Board – ANZAC Day Commemoration 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 Waihi Beach Community Board provide a wreath for the ANZAC Day Service, to be paid from the Waihi Beach Community Board Contingency Account (up to the value of \$350).

CARRIED

RESOLUTION WBC24-1.7

Moved: Cr A Sole

Seconded: Chairperson R Goudie

4. That Member Heather Guptill represents the Waihi Beach Community Board at the ANZAC Day Service in Waihi Beach on 25 April 2024.

CARRIED

10.6 WAIHI BEACH PROJECTS AND OPERATIONS REPORT – FEBRUARY 2024

The report was taken as read, with further discussion as listed below:

- The Mara Kai garden had been put on hold. The Board requested further information on the status of this project.
 - Anzac Bay Road was in need of an upgrade, noting that there was a dedicated fund for rehabilitating roads across the District.
-

RESOLUTION WBC24-1.8

Moved: Chairperson R Goudie

Seconded: Member D Simpson

1. That the Senior Governance Advisor's report dated 26 February 2024 titled 'Waihi Beach Projects and Operations Report – February 2024' be received.
2. That the Waihi Beach Community Board approve for the remaining funds committed to resolution WBC23-6.11, being \$19,064, to be reallocated to the Wilson Road Carpark Extension project (Stage 2).
3. That the Waihi Beach Community Board approve an additional \$20,000 from the Waihi Beach Community Board Roading Account for the completion of the Wilson Road Carpark Extension project (Stage 2).

CARRIED

10.6.1 ATHENREE-WAIHI BEACH CROSSING

The Board would like to see the project get to point where a resource consent application was submitted.

The Board was advised that the Athenree-Waihi Beach Crossing project had been put into the draft Regional Land Transport Plan.

The crossing would enable a low-emission connection from Athenree to Waihi Beach.

RESOLUTION WBC24-1.9

Moved: Cr A Sole

Seconded: Member H Guptill

That the Waihi Beach Community Board make a submission to the Regional Transport Committee's Draft Regional Transport Plan.

CARRIED

10.7 WAIHI BEACH COMMUNITY BOARD – FINANCIAL REPORT DECEMBER 2023

The report was taken as read, with further discussion as listed below:

- The Board was advised that confirmation was required that there were no outstanding invoices for resolution WB22-2.5 prior to the remaining funds being resolved back into their budget.
-

RESOLUTION WBC24-1.10

Moved: Cr A Sole

Seconded: Member D Simpson

1. That the Financial Business Advisor's report dated 26 February 2024 and titled 'Waihi Beach Community Board – Financial Report December 2023', be received.

CARRIED

The Meeting closed at 7:33pm.

Confirmed as a true and correct record at the Waihi Beach Community Board meeting held on 22 April 2024.

.....
Chairperson R Goudie

CHAIRPERSON

10 COUNCIL AND COMMITTEE MINUTES FOR CONFIRMATION**10.1 MINUTES OF THE STRATEGY AND POLICY COMMITTEE MEETING HELD ON 15 FEBRUARY 2024**

File Number: A5995546

Author: Pernille Osborne, Senior Governance Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

That the Minutes of the Strategy and Policy Committee Meeting held on 15 February 2024 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 15 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
STRATEGY AND POLICY COMMITTEE MEETING NO. SPC24-1
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON THURSDAY, 15 FEBRUARY 2024 AT 9.30AM**

1 KARAKIA

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

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

Āe

Yes

2 PRESENT

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

VIA ZOOM

Cr R Joyce

3 IN ATTENDANCE

J Holyoake (Chief Executive Officer), E Watton (Acting General Manager Strategy and Community/Strategic Policy and Planning Programme Director), A Henderson (General Manager Corporate Services), C Crow (General Manager Infrastructure Group), M Leighton (Policy and Planning Manager), G Golding (Governance Manager), J Crummer (Senior Recreational Planner), C Steiner (Senior Policy Analyst – Consultant), P Watson (Reserves and Facilities Manager), A Badenhorst (Strategic Property Lead), H Wi Repa (Governance Systems Advisor), and P Osborne (Senior Governance Advisor)

VIA ZOOM

K McGinity (Senior Policy Analyst), L Coyle (Planning Coordinator), V Dekkerova (Systems Advisor – Policy and Planning) and E Webb (Environmental Planner)

4 APOLOGIES

APOLOGY

RESOLUTION SPC24-1.1

Moved: Cr A Henry

Seconded: Cr M Murray-Benge

That the apology for absence from Cr Grainger and Cr Coxhead, and the apology for lateness from Cr R Joyce be accepted.

CARRIED

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Cr Henry declared an interest in item 10.2 Draft Public Art Policy.

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

Nil

9 PRESENTATIONS

Nil

10 REPORTS

9.33am Cr Joyce entered the workshop via zoom.

9.33am Cr Sole entered the workshop.

10.1 BEACH ROAD BOAT RAMP AND SURROUNDS – DRAFT CONCEPT PLAN

The Committee considered a report dated 15 February 2024 from the Senior Recreational Planner, who provided a brief overview of the report and the proposed recommendations.

The presenter/s responded to pātai as below:

- The boat ramp included in the draft concept plan was understood to be the appropriate size, however it was noted that any feedback received from users, would be taken into consideration through the consultation period.
- The proposed draft concept plan did not contain any additional stages. If the consultation feedback highlighted a need for additional stages, this could be considered.
- The feedback received during pre-engagement with iwi/hapū and key stakeholders, was considered in the draft concept plan.
- If users felt the car park space within the concept plan was not practicable, the line markings could be adjusted following consultation feedback.

The following tākupu were made by Committee Members:

- The concept plan was a great way of being able to provide another asset and facility for the community without putting pressure on ratepayers.
- It was good to see this project come to fruition, with an acknowledgement made to staff for their work.
- It would be good to see the traffic and foot flow considered further following feedback from the consultation.

RESOLUTION SPC24-1.2

Moved: Cr A Sole

Seconded: Cr R Joyce

1. That the Senior Recreation Planner's report dated 15 February 2024 titled 'Beach Road Boat Ramp and Surrounds Draft Concept Plan' be received.
2. That the report relates to an issue that is considered to be of low to medium significance in terms of Council's Significance and Engagement Policy.
3. That the Strategy and Policy Committee adopt the draft concept plan for Beach Road Boat Ramp and Surrounds (as per **Attachment 1** of this report) and the accompanying Statement of Proposal (as per **Attachment 2** of this report) for community consultation from 1 March 2024 to 1 April 2024.

CARRIED

10.2 DRAFT PUBLIC ART POLICY

The Committee considered a report dated 15 February 2024 from the Senior Policy Analyst – Consultant, who provided a brief overview of the report, and the proposed recommendations.

Presenter/s responded to pātai as below:

- Staff would amend Statement 3 in the draft policy to provide clarification that not all the objectives were required to be met.
- Staff acknowledged that there could be further work undertaken in registering public art work in Councils internal asset system, to help with the promotion of it.
- Attachment A provided guidelines regarding the process for applicants, as well as staff.
- Previously, the maintenance of public art was undertaken on an ad hoc basis, however the draft policy proposed that Council initiated public art would be maintained by Council, where as the preference for community initiated public art would seek to have the community to take ownership over it.
- There draft policy does not consider specific incentives for public art initiatives.
- The policy provided guidelines to allow staff to make decisions on public art applications in accordance with the policy, however it was noted that there would be occasions where the applications would require Council approval, specifically regarding budgets.
- There was an element of subjectivity when it came to the appropriateness of public art, which would be evaluated by staff, as well as Elected Members when necessary.
- The definition of 'Public Art' and 'Temporary Public Art' was prescribed in the policy under clause 2.

The following tākupu were made by Committee Members:

- Acknowledgement was made regarding the work that had been undertake to review the Public Art Policy.
- Opportunities to provide public art to enhance our environments were positive and should be encouraged.
- The importance of public art being initiated by the community was highlighted.
- The 'Lizard' in Ōmokoroa was a great example of how philanthropic funding could support community art, including the education that it provided.
- The idea of supporting temporary art was acknowledged, noting that although the cost was higher, it was an opportunity for collaboration.

RESOLUTION SPC24-1.3

Moved: Cr A Henry

Seconded: Cr M Murray-Benge

1. That the Senior Policy Analyst – Consultant report dated 15 February 2024 titled 'Draft Public Art Policy' 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 Draft Public Art Policy in **Attachment 1** (of this report) and the statement of proposal in **Attachment 2** (of this report) is adopted for consultation under Section 82 of the Local Government Act 2002, for public feedback between 2 April to 30 April 2024.

CARRIED

11 INFORMATION FOR RECEIPT

The Meeting closed at 10.09am.

Confirmed as a true and correct record by Council on 4 April 2024.

10.2 MINUTES OF THE COUNCIL MEETING HELD ON 22 FEBRUARY 2024

File Number: A6014515

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Council Meeting held on 22 February 2024 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 22 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
COUNCIL MEETING NO. CL24-1
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON THURSDAY, 22 FEBRUARY 2024 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, Deputy Mayor J Scrimgeour, Cr T Coxhead, Cr R Crawford, Cr G Dally, Cr A Henry, Cr R Joyce, Cr M Murray-Benge, Cr A Sole, Cr D Thwaites and Cr A Wichers.

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), E Watton (Strategic Policy and Planning Programme Director), G Golding (Governance Manager), P Watson (Reserves and Facilities Manager), J Rickard (Community and Strategic Relationships Manager), N Rutland (Environmental Planning Manager), T Clow (Principle Policy Lead: Environmental Planning), R Leahy (Governance Advisor), H Wi Repa (Governance Systems Advisor) and P Osborne (Senior Governance Advisor).

VIA ZOOM

M Va'ai Matatia (Senior Environmental Planner), A Mark (Senior Environmental Planner), C Nepia (Graduate Kaupapa Māori Specialist – Kaiārahi Mahere), C Thyne (Research and Monitoring Analyst), E Webb (Environmental Planner), K Lawton (Infrastructure Planner), T Miller (Strategic Advisor Resource Management), G Dean (Senior Environmental Planner: Urban Design), J Paterson (Transportation Manager), B Urbanc (Kaupapa Māori Specialist – Kaiārahi Hōnonga), F Crotty (Environmental Planner), A King (Strategic Advisor: Legislative Reform and Special Projects).

OTHERS IN ATTENDANCE

A Evans – Media (SunLive)

O Nathan – General Manager (Tourism Bay of Plenty)

D Pfefferle – Waihi Beach Lifeguard Services

G McDonald – Pio Shore's Sports and Community Association

R Coles – Director/Planner Momentum Planning and Design

4 APOLOGIES

APOLOGY

RESOLUTION CL24-1.1

Moved: Cr M Murray-Benge

Seconded: Cr R Joyce

That the apology absence from Cr Grainger be accepted.

CARRIED

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Nil

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

Richard Coles – Submission on behalf of KiwiGreen New Zealand on Plan Change 92

Mr Coles was in attendance on behalf of KiwiGreen NZ to highlight the below key points laid out in their submission on Plan Change 92. He noted the below points:

- The submission was in relation to 21 Francis Road in support of the industrial zoning.
- The Director of KiwiGreen NZ requested that it be confirmed that the KiwiGreen Land Owner was also supportive of the Industrial Zone, recognising the additional submissions which held a differing view.
- The Future Urban Growth option was not supported by KiwiGreen.

Mr Coles tabled a letter (Tabled Item 1) outlining the above view points.

Mr Coles responded to pātai as below:

- The Commissioners recommendations recommended Future Urban Zoning for 21 Francis Road, noting that Plan Change 92 was suggesting Industrial Zoning, and this was supported by KiwiGreen.
- KiwiGreen had purchased the site (21 Francis Road) with the hope and understanding that it would be re-zoned as industrial, due to how they intended to use the land in the future, noting the size of the land was appropriate for this use as well.
- KiwiGreen had purchased the property several years ago.

9 COMMUNITY BOARD MINUTES FOR RECEIPT

9.1 MINUTES OF THE MAKETU COMMUNITY BOARD MEETING HELD ON 28 NOVEMBER 2023

RESOLUTION CL24-1.2

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr A Henry

That the Minutes of the Maketu Community Board Meeting held on 28 November 2023 be received.

CARRIED

10 COUNCIL AND COMMITTEE MINUTES FOR CONFIRMATION

10.1 MINUTES OF THE STRATEGY AND POLICY COMMITTEE MEETING HELD ON 9 NOVEMBER 2023

RESOLUTION CL24-1.3

Moved: Mayor J Denyer

Seconded: Deputy Mayor J Scrimgeour

That the Minutes of the Strategy and Policy Committee Meeting held on 9 November 2023 be confirmed as a true and correct record and the recommendations therein be adopted.

CARRIED

10.2 MINUTES OF THE COUNCIL MEETING HELD ON 14 DECEMBER 2023

Council considered a track changed version of the Council meeting minutes held 14 December 2023 (Tabled Item 2) due to the amendments required. The final version without tracked changes was tabled (Tabled Item 3) for Council to confirm as a true and correct record.

RESOLUTION CL24-1.4

Moved: Mayor J Denyer

Seconded: Deputy Mayor J Scrimgeour

1. That Council note the track changed version of the Council meeting minutes held 14 December 2023 (Tabled Item 2) and confirm the final version (Tabled Item 3) 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

11 COUNCIL AND COMMITTEE MINUTES FOR RECEIPT**11.1 MINUTES OF THE TE IHU O TE WAKA O TE ARAWA MEETING HELD ON 10 NOVEMBER 2023**

RESOLUTION CL24-1.5

Moved: Cr R Crawford

Seconded: Cr G Dally

That the Minutes of the Te Ihu o te Waka o Te Arawa Meeting held on 10 November 2023 be received.

CARRIED

12 REPORTS**12.1 TOURISM BAY OF PLENTY DRAFT STATEMENT OF INTENT 2024-25 TO 2026-27**

Council considered a report dated 22 February 2024 from the Community and Strategic Relationships Manager, who provided a brief overview of the report including the recommendations for consideration.

The Community and Strategic Relationships Manager introduced Oscar Nathan from Tourism Bay of Plenty (TBOP), who provided an outline of the planned work for the next year.

- Cruise ship visitation numbers had created a busy summer period.
- Work undertaken to spread visitation numbers across the bay had been a focus, noting that this was spearheaded by former Director of TBOP, Graeme Crossman.
- A study was being undertaken with Cruise regarding looking at future opportunities for the entire district, due to the port being one of the biggest businesses in the country, it was important to understand how cruise fit in.
- Councillors were provided with a pamphlet for the 'Flavours of Plenty' event, noting that this was the third year this event had run. The intention was to undertake a three-year progress report, to ensure that the event was fulfilling its intended purpose.
- The cycle trail brochures available and the updating mechanism had been working well.
- TBOP had an interactive dashboard on their website that provided total data and insight around tourism. It was noted that there were difficulties with the unknowns that surrounded the incoming government.
- The datasets that the industry relied on heavily were not being updated as regularly as they once were, which also caused difficulty.

Staff and Mr Nathan responded to pātai as follows:

The feedback received from Tauranga City Council (TCC) provided general feedback on multiple areas including:

- They were happy to see TBOP continue with the exploration of a sub-regional brand;
- They were keen to understand how TBOP intended to progress with 'Flavours of Plenty'; and
- They requested TBOP to explore transparency opportunities regarding the reporting that they did.

It was understood that, due to COVID-19, 'Tarnished Frocks and Divas' had gone into hiatus, however TBOP was working with the events team at TCC to establish a clearer strategy, that incorporated discussions on the iconic event.

The datasets that TBOP had created would be shared with Councillors following the meeting, to enable them to determine the impact on the stakeholder communities.

'Flavours of Plenty' was mostly known for the festival itself, however it was noted that TBOP looked at it from the platform of the horticultural province across the region. Outside the programme for 'Flavours of Plenty', TBOP assisted workshops with successful event creators, to help strengthen the eco-system.

In relation to the LTP, the Community and Strategic Relationships Manager noted that Council had undertaken the initial discussions regarding the economic development activity. Through those discussions Elected Members expressed a desire for

opportunities to develop local tourism, as well as the TECT Park Strategic Plan review. As these desires were above the current business as usual (BAU) for TBOP, funding was factored in to allow for the implementation of local tourism opportunities, noting that it was project specific.

Bay of Plenty Regional Council (BOPRC) was coming to the end of their investment in 'The Green Room' programme, noting that this had been highly successful.

Conversations were taking place in relation to an opportunity to assist and work alongside Whakatane Regional Council and Te Rūnanga o Ngāti Awa, noting that this could also create funding opportunities.

TBOP would undertake a budget forecast to form a better understanding of where they might be required to "tighten their belt" whilst remaining pragmatic in their approach of it. Council would be kept up to date on how they progressed with those discussions.

The following tākupu were made by Councillors:

Mr Nathan was congratulated on the work that he had undertaken since becoming a part of TBOP.

RESOLUTION CL24-1.6

Moved: Cr A Henry

Seconded: Cr G Dally

1. That the Community and Strategic Relationships Manager's report dated 22 February 2024 titled 'Tourism Bay of Plenty Draft Statement of Intent 2024-2025 to 2026-2027' 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 draft Tourism Bay of Plenty Statement of Intent 2024-2025 to 2026-2027, included as **Attachment 1** (of this report).
4. That Council confirms the draft Tourism Bay of Plenty Statement of Intent 2024-2025 to 2026-2027 is in alignment with the Letter of Expectation provided by Western Bay of Plenty District Council to Tourism Bay of Plenty.
5. That Council notes as joint shareholder Tauranga City Council has provided feedback on the draft Statement of Intent at their 12 February 2024 Council meeting.

CARRIED

12.2 PROPOSAL TO LEASE – WAIHĪ BEACH LIFEGUARD SERVICES INCORPORATED – BOWENTOWN SEAFORTH ROAD SOUTH RESERVE – REVISED COMMUNITY OPTION

Council considered a report dated 22 February 2024 from the Reserves and Facilities Manager, who took the report as read and summarised the main points.

Donna Pfefferle was in attendance, on behalf of Waihi Beach Lifeguard Services, to respond to any pātai.

Staff and Ms Pfefferle responded to pātai as below:

- The exercise undertaken to peg out the different options, was useful and Waihi Beach Lifeguard Services was happy with the outcome.
- An important part of the process was ensuring that those involved understood the different touch points of the process and when/how they could provide feedback.
- Ms Pfefferle noted that the guidance from the Reserves and Facilities Manager had been exceptional in the process, noting that it would be beneficial to have a template of the process for applicants, including being encouraged to receive initial feedback from stakeholders prior to going to Council.
- The concerns raised by the Waihi Beach Coastguard was in relation to the potential traffic congestion that could occur, as well as the number of meetings that took place in relation to the application process.
- Ms Pfefferle noted that due to the nature of the role that Waihi Beach Coastguard and Waihi Beach Lifeguard Services held, they would not be generating traffic into the area.
- Pio Shore's Sports and Community Association had provided written support on Site 2-V3 as the preferred location.
- Waihi Beach Coastguard were entitled to manage their carpark, due to the form of property rights they held under their lease.
- The BMX track had been allowed for in Waihi Beach Lifeguard Services' initial business plan. This took into consideration costings to ensure that the BMX Track was realigned at the same stage as the earthworks.
- The new proposed building site location was further away from the cricket pitch, and therefore eliminated the initial concerns expressed by the Pio Shore's Sport and Community Association.
- Ms Pfefferle noted that there had been confusion within the community regarding both the relationship and role that the Waihi Beach Lifeguard Services and Waihi Beach Coastguard had.
- Staff were satisfied that the compliance officers available during peak periods would ensure that the emergency services would be able to access their vehicles, and not be obstructed by the parking of members of the public.

The following tākupu were made by Councillors:

- Acknowledgements were made to the Waihi Beach Community Board, Rose Fox, Ms Pfefferle and all those involved in helping to find a way forward.
- The outcome reached was positive and a great outcome for all.

RESOLUTION CL24-1.7

Moved: Mayor J Denyer

Seconded: Cr R Joyce

1. That the Reserves and Facilities Manager's report dated 22 February 2024 titled 'Proposal to Lease – Waihi Beach Lifeguard Services Incorporated – Bowentown Seaforth Road South Reserve – Revised Community Option' 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 exercise its powers conferred on it as the administering body of the reserve by delegation from the Minister of Conservation under the Reserves Act 1977 and grant Waihi Beach Lifeguard Services Incorporated the right to lease for up to 35 years for 600m² of land, more or less, being part of Lot 1 DPS 75873 to allow for a surf club facility situated on:
 - A) Bowentown Seaforth Road South Reserve at site option 2 -V3 (included as **Attachment 1** of this report).
4. That Council notes that any granting of a lease must not be taken 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.

CARRIED

12.3 RECOMMENDATIONS BY THE INDEPENDENT HEARINGS PANEL FOR PLAN CHANGE 92 AND THE NOTICE OF REQUIREMENT FOR ŌMOKOROA ACTIVE RESERVE

Council considered a report dated 22 February 2024 from the Environmental Planning Manager, who provided a brief overview of the report, including the recommendations for Council's consideration. The below points were noted:

- The process for Plan Change 92 had required a significant investment in time of work.
 - The planning processes were a result of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (RMA Amendment Act),
-

which saw the introduction of Medium Density Residential Standards across the two urban areas for Ōmokoroa and Te Puke.

- While work was already being undertaken in Ōmokoroa in relation to Stage 3, this put an emphasis on including Te Puke. Plan Change 92 provided for the urban stage 3 of Ōmokoroa, and greenfield area in Te Puke. It was noted that associated to this was the infrastructure projects in Ōmokoroa, specifically roading and the Ōmokoroa roundabout.
- Staff acknowledged the signal changes from Central Government, however no change had been received in relation to this particular piece of legislation, and therefore Council was still required to make decisions by 1 March 2024.
- The panels recommendations had taken into consideration Councils position, as well as those of submitters, and they had worked through matters during the hearings process. The recommendations were, for the most part, consistent with the recommendations that staff had determined.

The key points of difference between the recommendations from the panel and those determined by staff were:

- The industrial zoning in Ōmokoroa (which was raised in public forum);
- Changes to the setback provisions in relation to vibrations, with the introduction of rules that staff had otherwise not anticipated; and
- Activity status changes in relation to roundabouts in Ōmokoroa.

This decision making process is similar to the normal Schedule 1 Plan Change process, with the difference of having no appeal process. If Council was to accept the recommendations from the panel, they could progress and make the Plan Change operative.

Where a recommendation from the Hearings Panel was rejected, a reason must be provided. The rejected recommendations, including any alternative recommendations would then be decided on by the Minister for the Environment.

As the Notice of Requirement ran alongside the planning matters being considered on Ōmokoroa, the Independent Hearings Panel considered it, and confirmed it appropriate, subject to some modified conditions set out in the report.

Staff responded to pātai as follows:

- The Independent Hearings Panel only addressed the individual submissions and recommendations they were required to make.
- Where Council made alternative recommendations, there were provisions within the legislation that required Council to ensure these were based off the same information made available to the hearings panel.
- To give affect to a Spatial Plan from a zoning, rule or activity perspective, Council would be required to undertake a subsequent District Plan change, depending on the legislation at the time. The Te Puke Spatial Plan would not change what was

outlined in the District Plan, as it was a conceptual process that fed into alternative processes, such as the District Plan and the Long Term Plan, from a funding/budget perspective.

- Although the Plan Change contained objectives and policies in relation to public transport, it did not detail any solutions.
- Subject matter expert staff considered the Fire and Emergency submission in great detail, and determined that on balance the District Plan and Development Code provided provisions in previous years, which they felt were still sufficient. Staff also considered the fact that this was a Medium Density Plan Change, which provided requirements to allow a number of dwellings per site (medium density per hectare). If roads and access points were widened too much you would struggle to meet those targets.
- Although there were concerns raised in relation to traffic/transport and parking, this was not something that Council had control over at present, and therefore this Plan Change had no affect on it.
- Under the operative District Plan, 21 Francis Road was zoned future urban, with the anticipation that it would be zoned industrial. Council proposed that the land to the east and west of Francis Road be zoned industrial, however it was noted that the panels recommendations for the west of the Francis Road intersection was to remain future urban. This was due to concerns that Council had not undertaken sufficient consultation with adjacent land owners in the medium density area, as well as the definition of 'industry' allowing for any industry work to take place in that area.
- The provision of public transport was a Regional Land Transport matter, noting that this Plan Change would provide a good advocacy point for Council into that process, in relation to the expected growth.
- The number of proposed future dwellings in Ōmokoroa that may be affected by the recommended vibration provisions, was around 110. In Te Puke it would be around 30.
- The proposed vibration requirements would apply to dwellings, accomadation, education, worship, marae and medical facilities, noting that buildings would need to be single story. The cost required to mitigate the vibration issues was significantly high.
- It was normal for the cost to mitigate the impacts on dwellings, to fall on those affected.
- Under LGOIMA, a LIM report was not required to specify anything that was apparent within the District Plan.
- The way that the proposed vibration rule was drafted, it would apply to any new building or additions to buildings.

- The community meetings held in relation to the Plan Change were well attended, with an estimated 50-100 people. It was acknowledged that due to the timeframe in which Council had to prepare a Plan Change, following the implementation of the Medium Density Residential Standards (MDRS), there had been fewer opportunities for public meetings.
- The reference to Clearwater in the recommendation was in relation to case law, as it sought to make clear from the beginning what could and could not be considered as part of the Plan Change.
- The panel raised concerns regarding 'heavy industry' and felt they did not have the scope to resolve through the Plan Change. There were rules within the District Plan regarding 'light industrial', which applied to an area of land on the eastern side of Ōmokoroa Road.

RESOLUTION CL24-1.8

Moved: Cr R Crawford

Seconded: Cr A Sole

That the Environmental Planning Manager's report dated 22 February 2024 titled 'Recommendations by the Independent Hearings Panel for Plan Change 92 and the Notice of Requirement for Ōmokoroa Active Reserve' be received.

CARRIED

MOTION

Moved: Cr Henry

Seconded: Mayor Denyer

That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.

AMENDMENT

Moved: Cr Thwaites

Seconded: Cr Murray-Benge

That the report relates to an issue that is considered to be of high significance in terms of Council's Significance and Engagement Policy.

The Deputy CEO/General Manager Strategy and Community highlighted the assessment of the Significance and Engagement Policy that was outlined within the report, and the fundamental rationale for why the decisions were deemed of low significance. The reasons included the fact that there had been a substantive process

undertaken already, under the Resource Management Act, which had been completely transparent and had enabled a very robust and rigorous hearings process.

Acknowledgement was made on the consequential implications; however it did not fall under the remit of the decision Council was being asked to consider. The decision sought was a regulatory decision, and the consequential implications, particularly regarding Financial Contributions, would be more appropriately raised through the Long Term Plan (LTP) process.

As this was a legislatively prescribed process, if Council determined that this should be of high significance, the Medium Density Residential Standards (MDRS) legislation did not allow for a further round of consultation on the recommendations, and in fact expressly precluded the ability to do so.

Council was advised that if the rationale for raising the level of significance against the Significance and Engagement Policy was in relation to Financial Contributions, this should be debated through the LTP discussions.

Cr Thwaites and Cr Murray-Benge withdrew the amendment.

RESOLUTION CL24-1.9

Moved: Cr A Henry

Seconded: Mayor J Denyer

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.

The motion was voted on as follows:

For: 5

Against: 5

Abstained: 1

The Mayor exercised his casting vote and voted for the motion. The motion was put and carried.

CARRIED

Cr Thwaites requested that his vote against the motion be recorded.

MOTION

Moved: Deputy Mayor Scrimgeour

Seconded: Cr Crawford

That Council accepts the recommendations of the Independent Hearings Panel for Plan Change 92 and the public be notified of the decision in accordance with clause 102 of Schedule 1 of the Resource Management Act 1991 by 1 March 2024.

The Deputy CEO/General Manager Strategy and Community reminded Councillors that the Ōmokoroa Peninsula, including Ōmokoroa Stage 3, was signalled as a growth area well before the gestation of SmartGrowth. Council had made investment decisions in relation to waste water reticulation, on the assumption that Ōmokoroa would at least grow to a population of 12,000 at some point in the future.

There was concern that the MDRS legislation was clouding consideration of the fact that planning for Stage 3 of Ōmokoroa had been in progress since at least 2017. During this time there had been several iterations of community engagement, which included very detailed conceptual planning with the existing Ōmokoroa community. Acknowledge was made on the fact that the MDRS had altered those plans, however staff were well advanced in bringing Council a Plan Change to open up for development – Ōmokoroa Stage 3. It was noted that many local developers had made investment decisions and purchased land in anticipation of Ōmokoroa Stage 3 being re-zoned and open for development imminently.

Council was reminded that they had received funding for an interim roundabout, of which the fundamental basis of that decision by the Crown, was to enable for Stage 3 to be opened up for housing.

This was an important decision for Council, not just for the Ōmokoroa community, but also in terms of its commitment to the Urban Growth Partnership, of which the Crown was a member, to open up land for housing, noting that there was a significant housing crisis across the sub-region.

Staff suggested allowing this item to lie on the table, in order to seek further advice on the implications of Council potentially rejecting the recommendations in their entirety. The legislation prescribed for an alternative to be provided in the event of rejecting all of the recommendations from the panel. Staff had not contemplated what the procedural element was for that decision making process, which included the commercial risk that a lot of developers had entered into, as well as the contractual risk of Council following the funding they had received from Kāinga Ora.

Deputy Mayor Scrimgeour and Cr Crawford withdrew their motion.

RESOLUTION CL24-1.10

Moved: Cr G Dally

Seconded: Cr A Henry

That recommendation 3 lie on the table.

A division was called, and the voting was as follows:

For: Cr Henry, Cr Dally, Cr Crawford, Cr Coxhead, Mayor Denyer, Cr Wichers, Deputy Mayor Scrimgeour, Cr Joyce.

Against: Cr Thwaites, Cr Sole, Cr Murray-Benge

CARRIED

11.37am The meeting adjourned.

11.55am The meeting reconvened.

The Deputy CEO/General Manager Strategy and Community and staff recommended that this item also lie on the table, as it was complimentary in nature to Plan Change 92.

RESOLUTION CL24-1.11

Moved: Mayor J Denyer

Seconded: Cr R Joyce

That recommendation 4 lie on the table.

CARRIED

12.4 MAYOR'S REPORT TO COUNCIL

Council considered a report dated 22 February 2024 from the Executive Assistant – Mayor/CEO. The report was taken as read.

RESOLUTION CL24-1.12

Moved: Mayor J Denyer

Seconded: Cr A Sole

That the Executive Assistant – Mayor/CEO's report dated 22 February 2024 titled 'Mayor's Report to Council' be received.

CARRIED

13 INFORMATION FOR RECEIPT

Nil

14 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION CL24-1.13

Moved: Cr R Crawford

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
14.1 – Confidential Minutes of the Council Meeting held on 14 December 2023	<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)(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)(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>	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 11.59am.

Confirmed as a true and correct record at the Council meeting held 4 April 2024.

.....

Mayor J Denyer

CHAIRPERSON / MAYOR

10.3 MINUTES OF THE PROJECTS AND MONITORING COMMITTEE MEETING HELD ON 27 FEBRUARY 2024

File Number: A6020751

Author: Horowai Wi Repa, Governance Systems Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Projects and Monitoring Committee Meeting held on 27 February 2024 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 27 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
PROJECTS AND MONITORING MEETING NO. PMC24-1
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 27 FEBRUARY 2024 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, Cr A Sole, Cr T Coxhead, Cr R Crawford, 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.

3 IN ATTENDANCE

C Crow (General Manager Infrastructure Group), A Curtis (General Manager Regulatory Services), R Davie (Deputy CEO/General Manager Strategy and Community), C McLean (Director Transportation), C Nepia (Strategic Kaupapa Māori Manager), N Patel (Quality and Business Improvement Co-Ordinator), P Mickleson (Corporate Performance Manager), G Golding (Governance Manager), H Wi Repa (Governance Systems Advisor) and R Leahy (Governance Advisor).

VIA ZOOM

P Watson (Reserves and Facilities Manager), J Patterson (Transportation Manager), R Gallagher (Senior Policy Analyst) and C McGirr (Policy Analyst).

OTHERS

8 members of the public

4 APOLOGIES

Nil

5 CONSIDERATION OF LATE ITEMS

Nil

6 DECLARATIONS OF INTEREST

Cr T Coxhead declared an interest in Agenda Item 10.1 as a resident of Te Puna and requested it be noted that she represented the entire district during the decision making process.

7 PUBLIC EXCLUDED ITEMS

Nil

8 PUBLIC FORUM

8.1 PIRIRAKAU – TE PUNA STATION ROAD TRAFFIC RESTRICTIONS

Neville Bidois, Bill Borell, Rawiri Kuka and Harold Rawson were in attendance on behalf of Pirirakau to discuss the proposed temporary opening or closing of Te Puna Station Road.

Neville provided the Committee with a historical background of Pukewhanake Pā and the surrounding areas.

In 1965, Kōiwi were found between the north and east side of the Pā site. The historical significance of the Pā site and surrounding area had been passed down through oral history. Development has since unearthed archaeology that confirmed the stories that were passed down.

The hapū did not want to see further damage to Pukewhanake Pā, the site had already suffered damage through climate change.

The hapū did not support the re-opening of Te Puna Station Road from a cultural, environmental, ecological and safety perspective.

Speakers responded to the pātai as per below:

- Pukewhanake was listed as a wahi tapu site under the Historic Places Act 1993.
- Support for a walking/cycling track in the Pukewhanake area would need to be considered by the hapū.
- In previous years, Pirirakau had reluctantly agreed to development along Te Puna Station Road due to changes to the resource consent that was heard through the Environment Court.

9 PRESENTATIONS

Nil

10 REPORTS

10.1 TE PUNA STATION ROAD TRAFFIC RESTRICTIONS

The Committee considered a report dated 27 February 2024. The report was taken as read, with further discussion as per below:

Staff responded to pātai as per below:

- Closing Clarke Road temporarily in the morning would require temporary traffic management, which would be costly.
- To mitigate traffic concerns on Clarke Road, it would be more practical to implement a heavy vehicle ban on Clarke Road. This would require a change to the Traffic and Parking Enforcement Bylaw 2019. This bylaw was scheduled to be reviewed next year.
- In the long-term, Te Puna Road was the appropriate route for vehicles travelling to and from the Te Puna Business Park.
- The resource consents for Te Puna Business Park, that the Transportation Director had been involved in, restricted heavy vehicles from using Te Puna Station Road to access the Business Park. If consent was granted, consent holders would be asked to use Te Puna Road to access the Business Park.
- The Transportation Director advised that if the road were re-opened, heavy vehicles from Te Puna Business Park would only be permitted to use Te Puna Station Road to access the State Highway and not access the Business Park from the State Highway. All heavy vehicles would access the Business Park from Te Puna Road.
- Te Puna Station road was susceptible to slips, particularly during heavy rainfall events. Washouts from the river would likely to increase as a result of climate change.
- The Committee were advised that that purpose of the recommendation was to implement a temporary arrangement for Te Puna Station Road. A permanent solution for Te Puna Station Road would be discussed through the Long-Term Plan process.
- There were parameters with the funding that comes from NZTA Waka Kotahi. Emergency funding that may be available to contribute to the re-opening of Te Puna Station Road can not be reallocated to upgrade the Te Puna Station Road-Te Puna Road intersection.

- The structure plan considerations for Te Puna Business Park include requirements for the developers to fund the upgrade to roading including Te Puna Station Road–Te Puna Road intersection.
- There were high cost implications involved with the temporary re-opening of Te Puna Station Road. It was more practical to maintain the status quo until a decision on the future of the road had been made through the Long-Term Plan.
- There had only been one historical resource consent granted for one of the properties on Te Puna Station Road. The consent stipulates they cannot use the Te Puna Station Road–Te Puna Road intersection for transporter movements. The only legal road they can currently use to access State Highway 2 for transporters is via Clarke Road.
- There were both non-compliant and consented activities occurring on Te Puna Station Road. Council was engaging with the consent holder (on Te Puna Station Road) to look at amending their consent conditions.
- Traffic calming measures for Clarke Road relate to the structure plan considerations that apply under the District Plan for future development of Te Puna Business Park and were not specifically related to a consent. Resource consent requirements were monitored through Council's Compliance Team. Consents are generally monitored in relation to complaints or during scheduled monitoring periods.
- Traffic monitoring of the activities and level of vehicles travelling on Te Puna Station Road, Te Puna Road and Clarke Road was ongoing.
- A timeframe for the Te Puna Station Road–Te Puna Road intersection upgrade had not been confirmed yet.
- The issue of rat runner drivers on Clarke Road are a result of traffic congestion on State Highway 2. The opening of Takitimu Northern Link in 2027 would address this issue.

Councillors made the following comments:

- Council should work with residents on Clarke Road to address their concerns. Re-opening Te Puna Station Road would worsen congestion on State Highway 2.
- Te Puna Station Road was intended to be the main thoroughfare for traffic, keeping the road closed puts additional pressure on Te Puna Road and Clarke Road.
- The closure of Te Puna Station Road had caused anti-social behaviour in that area.
- A solution was needed for the entire Te Puna community. Te Puna Road and Clarke Road were not fit for purpose for heavy vehicles.
- Council should not invest money into a re-opening a road that is at risk of slips or washouts.
- It should be a priority for Council to address the traffic concerns on Clarke Road.

- The issues raised by the hapū should be taken into consideration when making a decision on temporarily re-opening or closing Te Puna Station Road.
-

RESOLUTION PMC24-1.1

Moved: Cr A Henry

Seconded: Cr R Joyce

1. That the Senior Transportation Engineer's report dated 27 February 2024 titled 'Te Puna Station Road Traffic Restrictions' 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 Option A being that a section of Te Puna Station Road remain closed to vehicular traffic on a temporary basis, subject to decisions made through the Long-Term Plan process.

That staff investigate options to mitigate traffic concerns on Clarke Road as a matter of priority.

-

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

Against: Cr T Coxhead and Cr M Murray-Benge

CARRIED

10.2 OPERATIONAL RISK AND SCORECARD REPORT QUARTERLY UPDATE ENDING 31 DECEMBER 2023.

The Committee considered a report dated 27 February 2024. The report was taken as read, with further discussion as per below:

Staff responded to pātai as per below:

- Construction on Kumikumi Road was well advanced and the next seal extension site was Thorn Road. Work on Thorn Road was expected to begin in the next four weeks.
 - There was significant underspend in capital works projects for roading. Staff were working on how the capital works budget was spent. A contract had been awarded for resealing.
-

- Capital works within Ōmokoroa was progressing, the stormwater project on the southern side was underway but faced delays due to issues with PowerCo laying underground cables.
- Traffic calming measures would be implemented on No.1 Road where the speed limit changes from 80km/h to 50km/h. This work would occur within the next two weeks.
- A survey of the bottom section of No 1 Road would be conducted. The survey would focus on the shape of the road to find solutions to address vibration and noise complaints.
- Within the next four to six weeks work to reseal the upper section of No 1 Road would begin.
- Council recently engaged Beca to conduct the design work for a permanent solution for the bridge on No 4 Road.
- Work on the Heron Crescent development had started and the development was expected to be completed next year.
- Staff were working with the insurer for the repair to the Waihi Beach Wastewater Treatment Plant, an outcome on this matter was expected within two months.
- Work on Prole Road was expected to be completed by early 2025.
- The Te Puke Wastewater Treatment Plant project was under stress. There had been challenges with the design consultant, staff were working to address these issues. A detailed design for the project was expect by 16 April 2024. Staff were working to improve the relationship with iwi, a relationship reset meeting was held on 23 February 2024.

RESOLUTION PMC24-1.2

Moved: Cr M Murray-Benge

Seconded: Cr G Dally

That the Management Accountant's report, dated 27 February 2024 titled 'Operational Risk and Scorecard Report Quarterly Update Ending 31 December 2023' be received.

CARRIED

11 INFORMATION FOR RECEIPT

The Meeting closed at 11:02am.

Confirmed as a true and correct record by Council on 4 April 2024.

10.4 MINUTES OF THE AUDIT, RISK AND FINANCE COMMITTEE MEETING HELD ON 27 FEBRUARY 2024

File Number: A6078975

Author: Rosa Leahy, Governance Advisor

Authoriser: Greer Golding, Governance Manager

RECOMMENDATION

1. That the Minutes of the Audit, Risk and Finance Committee Meeting held on 27 February 2024 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 27 February 2024

**MINUTES OF WESTERN BAY OF PLENTY DISTRICT COUNCIL
AUDIT, RISK AND FINANCE COMMITTEE MEETING NO. ARF24-1
HELD IN THE COUNCIL CHAMBERS, 1484 CAMERON ROAD, TAURANGA
ON TUESDAY, 27 FEBRUARY 2024 AT ON CONCLUSION OF THE PROJECTS AND
MONITORING COMMITTEE MEETING STARTING AT 9.30AM**

1 KARAKIA

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

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

Āe

Yes

2 PRESENT

Cr M Grainger, Cr T Coxhead, Cr R Crawford, Cr G Dally, Mayor J Denyer, Cr A Henry, Cr R Joyce, Cr M Murray-Benge, Deputy Mayor J Scrimgeour, Cr A Sole, Cr D Thwaites, Cr A Wichers and Independent Member S Henderson.

3 IN ATTENDANCE

J Holyoake (Chief Executive Officer), A Henderson (General Manager Corporate Services), A Curtis (General Manager Regulatory Services), C Crow (General Manager Infrastructure Group), P Labuschagne (Risk and Assurance Manager), C Boyle (Health, Safety and Wellbeing Lead), G Golding (Governance Manager), H Wi Repa (Governance Systems Advisor) and R Leahy (Governance Advisor)

OTHERS

1 Member of the Public

L Jackett (Via Zoom)

L Pieterse, Audit NZ

A Labuschagne, Audit NZ (Via Zoom)

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

Nil

10 REPORTS**MOTION**

RESOLUTION ARF24-1.1

Moved: Cr D Thwaites

Seconded: Cr M Grainger

That in accordance with Standing Order 9.4 the order of business be changed with agenda item 10.4 'Final Audit Management Report 2023' be considered first.

CARRIED

10.4 FINAL AUDIT MANAGEMENT REPORT 2023

The Committee considered a report dated 27 February 2024 from the Finance Manager, the report was taken as read. The below points were noted:

- Council staff engaged with PWC and sought advice on how they could improve the land purchases and sales processes. The recommendations from PWC had now been put in place.
 - The Committee were advised that Audit NZ would be following up on recommendations from PWC on land purchases and sales through the next audit of Council.
-

- Annual Reports from Council-Controlled Organisations were not published on to Council's website within one month. This was not considered a major issue but one that was raised at many councils across New Zealand.
- There were a significant number of misstatements picked up by the auditors. Auditors worked with the senior management team to address these issues. The Committee were advised it was common for anomalies to be found within Council. Audit NZ would advise the Committee if they had serious concerns.
- The audit fees for the 2022/23 Annual Report was \$258,000.

11.27am Cr Sole left the meeting.

- There were issues with the Annual Report and audit process for 2022/23. Audit NZ and Council had debriefed, moving forward Council would be more transparent with Audit NZ over their internal audit plan.
- Audit NZ had implemented a new tool called 'Audit Dashboard' to improve communication between auditors and Council.
- Council would also be implementing a new platform tool called 'Value Financials' to improve the production of the Annual Report. Audit NZ supported the implementation of this tool.
- Council had nine drafts of the Annual Report, it was not normal process to have more than three drafts of an Annual Report.
- Staffing capacity within councils (across New Zealand) and Audit NZ affected the ability to produce Annual Reports on time.

11.40am Cr Sole entered the meeting.

RESOLUTION ARF24-1.2

Moved: Cr A Henry

Seconded: Cr T Coxhead

That the Finance Manager's report dated 27 February 2024 titled 'Final Audit Management Report 2023' be received.

CARRIED

10.1 HEALTH AND SAFETY REPORT

The Committee considered a report dated 27 February 2024 from the Health, Safety and Wellbeing Lead, the report was taken as read. The below points were noted:

- There was consistent performance during the quarter. There were no significant injuries or major incidents reported.
-

- The presence of aggressive behaviour from the public had continued to reduce.
- In the risk matrix, 'aggressive customers' was rated as high. The frequency of aggressive customer events was high due to the number of staff being in customer facing roles. Council had implemented tools and process to mitigate the risk to staff.
- Physical barriers and panic alarm buttons alongside adequate training on how to manage aggressive customers were provided to staff in customer facing roles.
- There were no identifiable trends in number of incidents depending on the season.
- The free Wi-Fi service that Council provided at libraries did result in greater numbers of people attending the libraries.

RESOLUTION ARF24-1.3

Moved: Cr M Murray-Benge

Seconded: Cr A Henry

That the Health, Safety and Wellbeing Lead's report dated 27 February 2024 titled 'Health and Safety Report' be received.

CARRIED

10.2 RISK AND ASSURANCE REPORT FEBRUARY 2024

The Committee considered a report dated 27 February 2024 from the Finance Manager, the report was taken as read. The below points were noted:

- Some minor changes were made to the strategic risks register, emerging risks and internal audit plan.
- The reserves contract would end in August 2024, based on their performance the contractor would have a right of renewal. Although there were performance issues with the contractor, they were not performing poorly enough to trigger the ability to not renew the contract.
- Due to the nature of the political environment and household affordability the risk for community sentiment was set at medium.

RESOLUTION ARF24-1.4

Moved: Deputy Mayor J Scrimgeour

Seconded: Cr A Henry

That the Chief Financial Officer's report dated 27 February 2024 titled 'Risk and Assurance Report February 2024' be received.

CARRIED

10.3 FINANCIAL PERFORMANCE UPDATE QUARTERLY REPORT 31 DECEMBER 2023

The Committee considered a report dated 27 February 2024 from the Finance Manager, who summarised the key highlights in report.

Council was tracking behind in terms of projected net surplus for the next six months. There was a budget of \$16 million surplus, it was currently sitting at \$1.7 million. The Finance Manager provided an overview of what was driving this:

- Council's net debt was \$78 million as at the end of the second quarter. This was tracking below the full year forecast, due to anticipating the next rates instalment. This meant that Council was less likely to need to borrow more money.
- Subsidies and grants were \$12.8 million below the year to date budget. There were two main drivers for this. Firstly, the network maintenance contract did not renew, this had an impact of \$6 million on NZTA Waka Kotahi subsidy claims. It was anticipated there would be less expenditure due to this decision. Secondly, there was a planned budget of \$10 million in the Ōmokoroa Structure Plan that were identified as subsidies, those funds had not yet been received.
- Financial contributions were \$1.4 million ahead of year to date budget, which was primarily due to some larger consents being finalised.
- Fees and charges were \$0.9 million behind the year to date budget, this was mainly due to timing of receipts for invoicing.
- Regulatory activity as a whole had a lower year to date budget due to lower volumes of activity than expected.
- Personnel costs were currently projected to be ahead of year to date budget. Monthly accruals of staffing costs were now undertaken as required by Audit NZ. Council would look to identify and capitalise staff salaries where possible and tag them to specific projects.
- Bringing the transportation team in house meant that personnel costs would be higher but external expenditure would be lower.
- Finance costs were lower than year to date budget due to lower planned borrowings.
- Other expenditure was higher due to maintenance contract costs, particularly with wastewater and stormwater as well as the unplanned repair of the Katikati Outfall.
- Variances in CAPEX had been identified. Variances from Reserves and Facilities were primarily due to delays in planning and consents. Water supply delays were due to timing of the reservoir which was moving into the next financial year. Wastewater underspend was related to the Te Puke Wastewater Treatment Plant

and consenting requirements. Stormwater and Transportation underspends were due to the Ōmokoroa Structure Plan timing.

- Employee entitlements looked higher, however, this was due to how Council reported on accruing staffing costs.
- There was a breach in policy regarding funding. Council had worked to mitigate this breach by fixing new interest rates in January 2024.

Staff responded to pātai as per below:

- There were challenges with the Te Puke Wastewater Treatment Plant, however, the design was expected to be completed by 16 April 2024.
- Staff anticipated the Te Puke Wastewater Treatment Plant could service the Rangiora Business Park by the time the Park opened. The existing treatment plant was still operational while new treatment plant was being built.
- The Committee was advised that the issues related to the Te Puke Wastewater Treatment Plan were not holding up the process for Rangiora Business Park.
- Council were looking to improve their CAPEX delivery by implementing robust planning and processes to better track project spending forecasts.
- Council had not yet met the milestones with the Ōmokoroa Structure Plan to draw down on the subsidies from NZTA Waka Kotahi and Kainga Ora. Council were working with NZTA Waka Kotahi to maximise subsidies in other areas.
- Work that had not been completed would be included in the carry forward process. Council could not claim subsidy from NZTA Waka Kotahi for work that was not complete.
- The budget from regulatory fees was based on the last three years of consenting volumes, there had since been a 20-25 per cent drop in building and resource consent applications. Council was looking at ways to manage funding by optimising on time recovery, debt management and other initiatives.
- The timing for the last fees and charges adjustment was the end of August 2023. This had created a gap in revenue. Council was looking at moving the fees and charges forward or budgeting for the gap in revenue in the Long Term Plan.
- The \$30 million of Undrawn Bank Facilities was treated as debenture stock which was confirmed with Audit NZ through the latest Debenture Trust Deed certificate.
- Debt to revenue ratios were adjusted to fit with the New Zealand Local Government Funding Agency definition.
- NZTA Waka Kotahi had indicated that the Funding Assistant Rate would not change, however they would cap their overall budget. This may affect how much funding councils would receive from NZTA Waka Kotahi.

- It was difficult to accurately resource regulatory activity. There were long term risks associated with letting staff go during challenging economic conditions as it was difficult to recruit staff. There were other opportunities to reduce expenditure within Council.

The Committee Members made the following comments:

- WBOPDC had lower debt maturity dates compared to other councils. Council should consider implementing funding risk control limits commensurate to other local government agencies. Council appeared to be funding long term projects with short term debt.
- It was concerning that there was a reduction in consents when the District was defined as a growth area.

RESOLUTION ARF24-1.5

Moved: Cr R Joyce

Seconded: Cr M Murray-Benge

That the Finance Manager's report dated 27 February 2024 titled 'Financial Performance Update Quarterly Report 31 December 2023' be received.

CARRIED

10.5 SENSITIVE EXPENDITURE POLICY

The Committee considered a report dated 27 February 2024 from the Chief Financial Officer, the report was taken as read. The below points were noted:

- The Chief Executive Officer's expenses should not be exclusively signed off by a staff member (General Manager). The Committee was advised that the Mayor could not solely sign off Chief Executive Officer's expenses as there were physical processes involved that the Mayor did not have access to. It was suggested that the General Manager and the Mayor jointly sign off these expenses.
- It was important for a paragraph on the segregation of duties be included in the policy.

RESOLUTION ARF24-1.6

Moved: Cr M Grainger

Seconded: Cr R Joyce

1. That the Chief Financial Officer's report dated 27 February 2024 titled 'Sensitive Expenditure Policy' 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 Audit, Risk & Finance Committee approve the updated Sensitive Expenditure Policy with the following amendments:
 - a. ' Meals (including non-alcoholic drinks) to a maximum cost of \$30 per breakfast, \$40 per lunch and \$80 per dinner per staff member per day with alcoholic drinks, accompanying meals only, at the Chief Executive Officer's discretion'.
 - b. Mayor's expenses are to be signed off by the Chief Executive Officer and Deputy Mayor or the Chairperson of the Audit, Risk and Finance Committee.
 - c. The inclusion of a paragraph on the segregation of duties in the policy.
 - d. Chief Executive's expenses are to be signed off by the Mayor and the General Manager.

CARRIED

10.6 FRAUD AND CORRUPTION POLICY

The Committee considered a report dated 27 February 2024 from the Chief Financial Officer, the report was taken as read. The below points were noted:

- Council staff had undergone fraud and corruption training.

RESOLUTION ARF24-1.7

Moved: Deputy Mayor J Scrimgeour

Seconded: Mayor J Denyer

1. That the Chief Financial Officer's report dated 27 February 2024 titled 'Fraud and Corruption Policy' 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 Audit, Risk & Finance Committee adopt the Fraud and Corruption Policy (**Attachment 1** of this report) with the following amendment:
 - a. The inclusion of a paragraph on the segregation of duties.

CARRIED

11 INFORMATION FOR RECEIPT

11.1 AUDIT, RISK AND FINANCE COMMITTEE WORK PROGRAMME

The report was taken as read and no further discussion was held.

RESOLUTION ARF24-1.8

Moved: Mayor J Denyer

Seconded: Cr T Coxhead

- That the Chief Financial Officer's report dated 27 February 2024 titled 'Audit, Risk and Finance Committee Work Programme' be received.

CARRIED

12 RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION TO EXCLUDE THE PUBLIC

RESOLUTION ARF24-1.9

Moved: Mayor J Denyer

Seconded: Deputy Mayor J Scrimgeour

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 - Outstanding Recommendations Register January 2024	<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)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage</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 Risk and Assurance Report February 2024	<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)(j) - the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage</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>
12.3 - Litigation and Issues Watch Register Update February 2024	<p>s7(2)(g) - the withholding of the information is necessary to maintain legal professional privilege</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>
CARRIED		

The Meeting closed at 1.15pm.

Confirmed as a true and correct record by Council on 4 April 2024.

11 REPORTS

11.1 TOURISM BAY OF PLENTY HALF-YEARLY REPORT TO 31 DECEMBER 2023 AND STATEMENT OF INTENT 2024-25 TO 2026-27.

File Number: A6000161

Author: Jodie Rickard, Community and Strategic Relationships Manager

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

EXECUTIVE SUMMARY

1. The purpose of this report is to present to Council:
 - a) Tourism Bay of Plenty's half-yearly report to 31 December 2023.
 - b) Tourism Bay of Plenty's Statement of Intent 2024-25 to 2026-27.

RECOMMENDATION

1. That the report from the Community and Strategic Relationships Manager dated 4 April 2024 titled 'Tourism Bay of Plenty Half Yearly Report to 31 December 2023 and Statement of Intent 2024-25 to 2026-27' 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 Tourism Bay of Plenty's Half Yearly Report to 31 December 2023, included as **Attachment 1** to this report.
4. That Council receives the Tourism Bay of Plenty Statement of Intent 2024-25 to 2026-27, included as **Attachment 2** to this report.
5. That Council notes that Tauranga City Council, as joint shareholder, will receive the final Tourism Bay of Plenty Statement of Intent 2024/25 to 2026/27 at its Council meeting on 8 April 2024.

BACKGROUND

2. In accordance with the Statement of Intent (SOI) and the Local Government Act 2002 (LGA 2002), Tourism Bay of Plenty (TBOP) is required to report to Council on their financial and non-financial performance, six monthly and annually.
3. TBOP's report for the six months to 31 December 2023 is provided as **Attachment 1**, with a brief summary in the main body of this report. The report summarises the high-level financial performance for the period ended 31 December 2023 and service performance against objectives/targets.
4. It is also a requirement of the Local Government Act 2002 that TBOP prepare a Statement of Intent annually. The purpose of a Statement of Intent is to state publicly the activities

and intentions of the CCO for the year, and the objectives to which those activities will contribute.

5. A Statement of Intent also provides shareholders with an opportunity to influence the direction of a CCO. Preparing a Letter of Expectation as recommended by this report is not mandatory, but it provides a good basis for input into the Statement of Intent.
6. At the Council meeting on 26th October 2023 Council considered the areas of focus to be included in its Letter of Expectation. The areas of focus were:
 - Regenerative tourism: a focus on tourism that has net benefits for the environment and local communities, in accordance with Tourism Bay of Plenty's Destination Management Plan;
 - Walkways and cycleways promotion as a key visitor attraction;
 - Support with implementation of the TECT Park Strategic Plan;
 - Growing the 'Flavours of Plenty' festival within Western Bay of Plenty communities.
 - Support for the development of local tourism opportunities in Maketu, Waihi Beach, with possible extension to Katikati and Te Puke.
7. BOP considered these areas of focus and reflected them in its draft Statement of Intent 2024-25 to 2026-27.
8. The draft Statement of Intent was considered by Council at its meeting on 22nd February 2024 Council confirmed the draft Statement of Intent was in alignment with the Letter of Expectation provided to TBOP.
9. However following that meeting Council made the decision through its Long Term Plan 2024-34 process, not to provide funding in Year One of the LTP to progress local tourism opportunities work. The work is still funded, but from Year Two onwards.
10. The SOI has been amended to reflect this direction.
11. The final Statement of Intent 2024/25 to 2026/27 is included as **Attachment 2** to this report.

SIGNIFICANCE AND ENGAGEMENT

12. 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.
13. In terms of the Significance and Engagement Policy this is considered to be of low significance because it is in accordance with statutory requirements for Council for its Council Controlled Organisations and aligns with previous resolutions of Council.



Pāpāmoa Hills Regional Park

SIX MONTH REPORT

TO 31 DECEMBER 2023

TĀPOI TE MOANANUI Ā TOI | TOURISM BAY OF PLENTY

(WESTERN BAY OF PLENTY TOURISM AND VISITORS TRUST)

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(summary)****11****Valuing our environment****04****Cruise Sector****12****Next steps****05****Flavours of Plenty****13****Accounts****07****International trade &
marketing****16****Acknowledgements****07****Elevation of cultural tourism
proposition****17****Appendix: Progress against
KPIs**

KIA ORA

Welcome to the Six-Month Report for Tourism Bay of Plenty, a joint CCO of Tauranga City and Western Bay of Plenty District Councils'. Covering the period 1 July to 31 December 2023, this report provides an overview of the key activities that have been delivered by Tourism Bay of Plenty in accordance with our Statement of Intent 2023-2024.

Below is an overview of our key program delivery (projects outlined in more detail within the report) that we have undertaken on behalf of our shareholders.

- **Domestic & Events Marketing:** We partner with local media, councils', event and conference organisers and through our various consumer and special interest databases to maximise and maintain an integrated programme of PR and online digital and campaign promotions. This ensures our destination profile not only remains 'top-of-mind' with domestic visitors, but also reinforces our growing reputation as an event destination.
- **International Travel Trade & Operator Capability:** We work constructively alongside our local tourism operators and key industry agency and travel partners to grow the awareness and understanding of Tauranga and the Bay of Plenty region. We coordinate and host international media and travel trade, as well as support the capability building of our local operators (both new and existing) to better understand and promote their offerings in key offshore markets such as Australia, North America and UK/Europe through the likes of Tourism NZ and others.
- **iSITE Services & Cruise Sector Facilitation:** We deliver destination visitor services across multiple iSITE locations in downtown Tauranga, main street Mount Maunganui and on the Port of Tauranga over cruise season. Between October to April this year, we will welcome just under 200,000 cruise passengers (plus 90,000 crew) to the shores of Tauranga. Our staff also facilitate the daily cruise desk arrangements of up to 16 local day tour operators, liaising between them, the Port of Tauranga, Tauranga City Council, Traffic Management personnel, retailers, local Iwi and residents.
- **Place DNA® delivery across Horticultural Provenance, Environmental Sustainability & Cultural Storytelling:** Resulting from significant community and business sector consultation in 2019, our Destination Management Plan (DMP), Te Hā Tāpoi | The Love of Tourism continues to steer our focus across such projects as Flavours of Plenty, The Green Room and Native Nations, Te Rere o Ōmanawa | Ōmanawa Falls and the Te Ara Whānui App. All of which are going from strength to strength as work in partnership with local community, Iwi and business to deliver programmes and experiences that celebrate our Place DNA® and identity as a region.

Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

KIA ORA

In addition to this programme of delivery, we continue to contribute significant staff time, resource and specialist skills in support of a range of additional council projects and community priorities (including AIPs) relating to major events, cycleways, wayfinding, climate change, city branding, spatial planning and Te Manawataki o Te Papa.

In December 2023, we also made significant accommodations to assist our sister-CCO the Tauranga Arts Gallery to co-locate their entire management and programme personnel to our office, whilst work is being undertaken on improvements to the Art Gallery building in 2024.

Like our shareholder Councils', we are acutely aware of the importance of prudent and efficient use of funds in the programs and outcomes we deliver. We are cognisant also of the inner-city businesses that contribute to our baseline funding, which is why programs such as Flavours of Plenty are so crucially important in providing year-round networking, training and supply opportunities, as well as direct participation in the NZ Event double award-winning Flavours of Plenty Festival.

Whilst we look forward to the next 6 months program delivery, we are also diligently working as proactively as we can to ascertain and mitigate any significant decrease in service provision given the reduction of 600K in Airport Reserves funding to our bottom line from FY 2024/25.

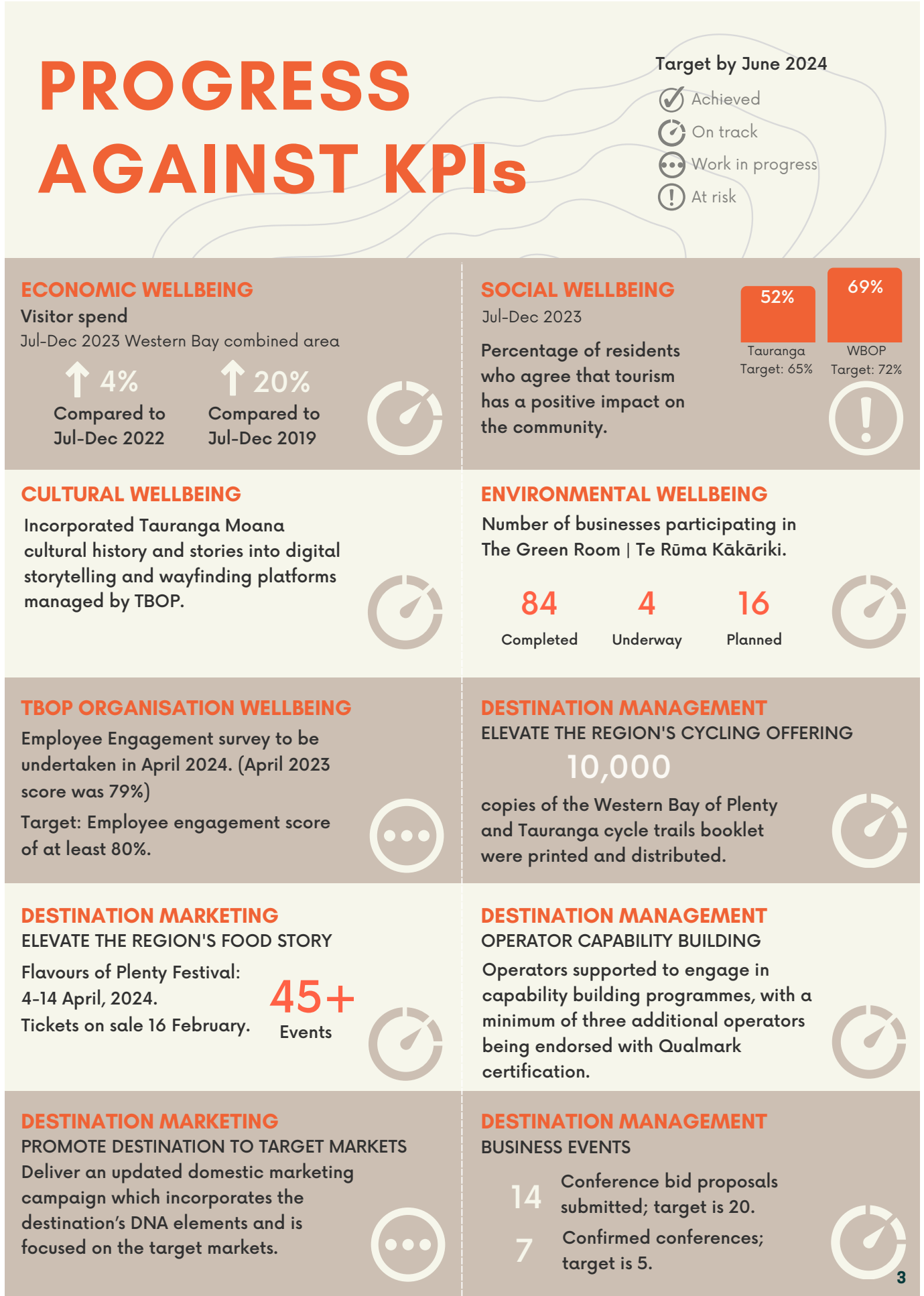
In closing, despite the challenges and uncertainty of the past few months I am extremely proud of the work program my team has been able to deliver. We are the specialist Regional Tourism Organisation for the region and we are proud of our ability to provide our shareholders with quality outcomes and value as we deliver on our purpose 'to lead the prosperity of our people and place through tourism'.

Noho ora mai,

Oscar Nathan
Tumuaki | General Manager
Tāpoi Te Moananui ā Toi | Tourism Bay of Plenty



Tourism Bay of Plenty, Six Month Report Jul-Dec 2023



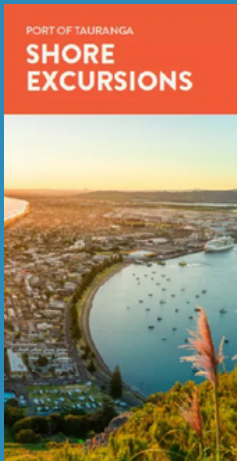
CRUISE SECTOR



I-PORT OPERATIONS

- An additional 20ft container has been set up on the port to support operator sales which includes 5 operator desks and 13 operators.
- TBOP continues to work closely with Port of Tauranga, Tauranga City Council and Road Safe to ensure the delivery of a safe and successful visitor experience.

OPERATOR SUPPORT



- TBOP continues to support cruise day operations.
- TBOP developed a sales brochure for distribution on cruise days with a digital version available on the TBOP website.
- In November, TBOP launched an Australian targeted Google Ads campaign to support i-port operators and promote the digital version of the brochure. During November-December, the campaign generated over 1,500 landing page views, 582 clicks to operator listings and 159 brochure downloads.

CRUISE STUDY



- TBOP in partnership with Priority One have commissioned KPMG to conduct a research study to better understand stakeholder perceptions and the value proposition of the cruise sector for coastal Bay of Plenty.
- The study is scheduled to run over the current cruise season and be delivered in early April.



113 total
ships



88 ship
days



190,000
passengers



90,000
crew

2023-24 cruise season estimates (1 Feb 2024)

Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

FLAVOURS OF PLENTY PLATFORM

Whilst the Flavours of Plenty Festival continues to grow and evolve each year, the more important aspect is the fact that Flavours of Plenty platform is an integrated network that enables us to uncover, connect and celebrate the distinctive eco-system of growers, suppliers and purveyors of the unique Coastal Bay of Plenty food and hospitality across the region.

Details:

4 April - 14 April 2024

11 days

45 events

25 eateries in Plates of Plenty Challenge

Results (as of 26 Feb 2024):

26% of tickets sold in the first 10 days.

\$88,500 of external funding sourced.



The Food Bowl of Plenty (exhibition)



Battle of the Snack



Bubbles & Canapés: A seafood soirée over the ocean

FLAVOURS OF PLENTY FESTIVAL

MULTI-CATEGORY WINNER AT THE 2023 NEW ZEALAND EVENT AWARDS

NZEA
NEW ZEALAND
EVENT
AWARDS

WINNER

Best Lifestyle Event 2023

WINNER

Best Local Government Event 2023



FUNDERS & SPONSORS



FESTIVAL SUPPORTERS



Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

INTERNATIONAL TRADE & MARKETING

NORTH AMERICAN ROADSHOW



- TBOP in partnership with central north island RTO's completed the ECNI North American roadshow that included product training and regional updates to over 150 key travel sellers and product managers across Houston, Chicago, Boston and Toronto.

3 NEW QUALMARKED PRODUCTS



- TBOP continues to support operators to become Qualmark accredited.
- Newly accredited operators include:
 - Tio Ōhiwa Oyster Farm
 - Ōmataroa Eco Tours
 - Ōhope Golf Links

International visitor spend via electronic card transactions only*



*Spend via electronic card transaction only. Excludes cash, online & pre-bookings. Source: Marketview

Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

ELEVATION OF CULTURAL TOURISM PROPOSITION

NATIVE NATIONS



- TBOP in partnership with Kohutapu Lodge and industry completed the Native Nations indigenous youth exchange in Australia, with the final celebration event held in Tauranga.
- Associated trade ready itineraries are now complete and are now in market via targeted marketing campaigns and activations.
- The project won a TIA tourism award for collaboration and will continue to be delivered in the international market, connecting indigenous cultures around the world.



INBOUND OPERATOR HOSTING

- TBOP in partnership with RotoruaNZ and Native Nations hosted inbound operators to launch Bay of Plenty cultural itineraries, present Native Nations and introduce our operators to the trade sector.
- A total of 12 key IBO's attended, with many of them recognising and highlighting the positive change in our region.



ŌMANAWA FALLS

- TBOP assisted the experience development of Te Rere Ōmanawa Falls with JV partner Kaitiaki Adventures and local Iwi Ngāti Hangarau , which launched in December, 2023.

DOMESTIC & EVENTS MARKETING



FIFA WOMEN'S WORLD CUP

- TBOP ran a digital campaign to target football fans in Hamilton, Auckland, Wellington, and Dunedin to encourage them to visit the Bay of Plenty.
- The campaign reached over 35,000 football fans.



PARTNERSHIP WITH ROADY

- From the 16th to the 19th of October, TBOP hosted the team from Roady to promote the Bay to their more than 210,000 followers from around the world.
- From this partnership TBOP also received more than 100 high resolution images along with horizontal and vertical videos to use for marketing, and over 30 free activities were added to the Roady app.



VISITOR GUIDE

- 20,000 copies of a refreshed regional visitor guide were printed and distributed to accommodation, airports and ferries around New Zealand.



CYCLE TRAIL GUIDE

- 10,000 copies of the 2023 cycle trails guide were printed in September.
- The new version included 17 trails across Coastal BOP.
- Distributed to information centres, airports, accommodation providers, bike shops, cycle groups, and shopping centres.

DOMESTIC & EVENTS MARKETING



DIGITAL KIOSK PROJECT

- TBOP commenced a wayfinding project for the city in the form of digital kiosks.
- The first of these kiosks in partnership with Bay Venues went live on the 6th of December at the Mount Hot Pools.



NEWS MEDIA COVERAGE

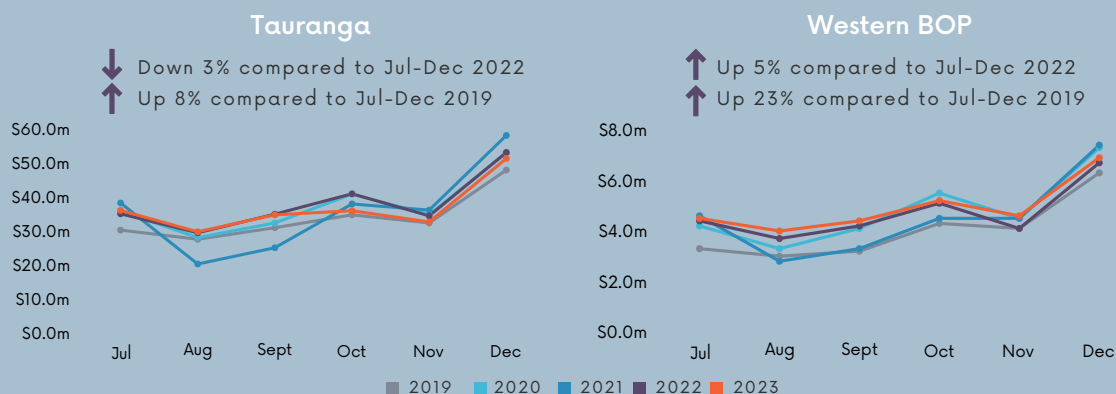
- Media responses, press releases and media mentions generated a digital advertising Value Equivalent (AVE) of \$563,000 and reached a combined potential audience of 64.9 million readers.
- Key online articles included Matariki activities, the inaugural Native Nations Tour, Flavours of Plenty NZEA Award wins, the start of the 2023/24 cruise season, Ōmanawa Falls reopening and supporting events like the NZ Festival of Squash.



EVENTS PROMOTION

- Major events supported included the FIFA Women's World Cup, AIMS Games, STEMfest, and Black Clash.

Domestic visitor spend via electronic card transactions only*



Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

VALUING OUR ENVIRONMENT

THE GREEN ROOM | TE RŪMA KĀKĀRIKI

- This programme continues to teach and encourage visitor sector organisations to become more sustainable - environmentally, socially, culturally and financially.
- Key actions of this programme include carbon and waste measurement and reduction, reviewing business plans to build resilience, along with donating to and participating in community and environmental initiatives.
- To date, 84 business have completed the programme, with another 4 businesses having recently started the programme. In addition to this, 12 more businesses will complete the programme in 2024, bringing the total to 100 businesses.



MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT
HIKINA WHAKATUTUKI

NEXT STEPS

Main areas of activity planned for the next six months (Jan to Jun 2024)

FLAVOURS OF PLENTY FESTIVAL



- The 2024 Flavours of Plenty Festival will take place from the 4th to 14th of April. At the time of writing, there were 47 events on board from across the coastal Bay of Plenty region, and 25 restaurants taking part in the Plates of Plenty Challenge alongside eight box ingredient contributors.



DIGITAL KIOSKS

- The continued rollout of the kiosk network includes one at Red Square to complement city re-development works, and also one at Gate Pa to enhance and support the information about the history and geographical features of the site.

CULTURAL WAYFINDING APP



- The next phase of this project will be adding and updating content regarding Te Ao Māori stories of Tauranga, Māori arts, cultural events and mana whenua led projects that align with our tourism offering.



BUSINESS EVENTS

- Further work will continue with conference organisers and venue providers to facilitate leads, host decision makers, and grow awareness of the region as a desired business event and incentive destination. This is important as the city moves to establishing new hotel infrastructure in the near future.

Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

ACCOUNTS

Western Bay of Plenty Tourism and Visitor Trust

STATEMENT OF COMPREHENSIVE REVENUE & EXPENDITURE FOR THE SIX MONTHS ENDED 31 DECEMBER 2023

	2023 ACTUAL	2023 BUDGET	2022 ACTUAL
REVENUE			
Funding - Tauranga City Council	1,295,661	1,294,788	1,471,398
Funding - Western Bay of Plenty District Council	129,480	119,478	116,000
Funding - Whakatane District Council	42,000	42,000	42,000
Retail Sales	3,318	6,000	9,316
Finance Revenue	23,008	6,900	8,401
Other Revenue	353,755	200,000	975,357
Total revenue	1,847,221	1,669,166	2,622,471
EXPENDITURE			
Cost of Sales	1,849	3,600	5,798
Operating and Marketing	579,301	828,430	1,216,664
Administration and Overheads	152,899	148,535	187,538
Finance costs	-	-	0
Employee Benefit expenses	769,688	812,548	764,076
Trustee Fees	42,188	45,100	38,500
Depreciation and loss on sale of assets	55,458	25,980	25,882
Total expenditure	1,601,382	1,864,193	2,238,459
SURPLUS/(DEFICIT) before Tax	245,840	(195,027)	384,012
Taxation	-	-	-
SURPLUS/(DEFICIT) after Tax	245,840	(195,027)	384,012
Other Comprehensive Revenue and Expenses			
Other Comprehensive Revenue and Expenses	-	-	-
Total Comprehensive Revenue and Expenses	-	-	-
Total Comprehensive Revenue and Expenses	245,840	(195,027)	384,012

STATEMENT OF CHANGES IN NET ASSETS / EQUITY FOR THE SIX MONTHS ENDED 31 DECEMBER 2023

	2023 ACTUAL	2022 ACTUAL
Net Assets / Equity at start of the year	1,031,077	614,207
Total comprehensive revenue and expenses	245,840	384,012
BALANCE AS AT 31 DECEMBER	1,276,917	998,219

Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

ACCOUNTS

STATEMENT OF FINANCIAL POSITION AS AT 31 DECEMBER 2023

	2023	2022
ASSETS		
Current assets		
Cash and cash equivalents	1,201,155	1,702,795
Investments	600,000	200,000
Debtors and prepayments	84,926	121,398
Inventories	7,723	10,085
Total current assets	1,893,804	2,034,278
Non-current assets		
Property, plant and equipment	140,335	181,259
Intangible assets	13,223	26,445
Total non-current assets	153,558	207,704
TOTAL ASSETS	2,047,362	2,241,982
LIABILITIES		
Current liabilities		
Creditors and accrued expenses	154,727	246,109
Revenue Received in Advance	427,346	811,548
Employee benefit liabilities	188,372	186,106
Total current liabilities	770,445	1,243,763
Non-current liabilities		
Loans	-	-
Finance Leases	-	-
Total non-current liabilities	-	-
TOTAL LIABILITIES	770,445	1,243,763
TOTAL ASSETS LESS TOTAL LIABILITIES	1,276,917	998,219
EQUITY		
Accumulated Funds	1,276,917	998,219
TOTAL EQUITY	1,276,917	998,219

ACCOUNT NOTES

Summary

These financial statements include the operations of TBOP and the Tauranga i-SITE, as these contracts are now combined. The financial summary shows an overall surplus of \$246k compared to the budget deficit of (\$195k) for the six months, a favourable variance of \$440k. This is primarily due to a mix of timing differences (where expenses will come in later than expected) and savings against budget. We expect the results to June 2024 will be on budget at a deficit of circa \$250k.

Income

Income totals \$1.847M compared to the budget of \$1.669M which reflects an increase in total revenue of \$178k. This is due to the MBIE funding received for the regional events initiative. Income is down on last year by \$775k which represents less funding from MBIE and TCC.

Expenses

Expenses at \$1.601M are \$262k below the budget of \$1.864M. This is due to a range of deferred activities, including research, business events and campaigns that have been planned for the first few months of 2024. There has also been some staff cost savings of \$42k, resulting from position(s) not being filled immediately. This compares with \$2.238M in total expenses last year where additional marketing was undertaken in line with the additional MBIE funding.

Balance Sheet

The total of cash held at ASB bank is similar to December 2022's position, but we now hold more on term deposit, gaining interest income of \$22k to date compared with \$7k last year. There has been a decrease in debtors compared with December 2022 and a reduction in stock due to the smaller Tauranga iSite office. Fixed assets have reduced considerably due to the write-off of the Strand iSite signage and leasehold improvements in July 2023; \$43k. Creditors have reduced by \$91k and supplier and operator payments are always up to date. Revenue received in advance has decreased by \$384k due to the end of MBIE funding for regional events. Our regional events under this initiative will conclude by June this year. Equity is currently at \$1.276M an increase over December 2022 of \$278k. The Statement of Intent 2023–2026, states an equity ratio target of 0.5 to 1.00; As at 31 December 2023 this is within the range at 0.62.

Forecast to June 2024

As noted above, we expect the results to June 2024 will be better than budget, with a net deficit of circa \$250k. We have sufficient cash reserves to cover this shortfall.

ACKNOWLEDGEMENTS

Main funders



Tauranga City



Western
Bay of Plenty
District Council



WHAKATĀNE
District Council
Kōwhiriwhiri au i etahi

Other funding partners



BAY OF PLENTY
REGIONAL COUNCIL
TOI MOANA



MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT
HIKINA WHAKATUTUKI

We thank you for your continued support.

Contact

Tourism Bay of Plenty

8 Wharf Street

Tauranga

www.bayofplentynz.com



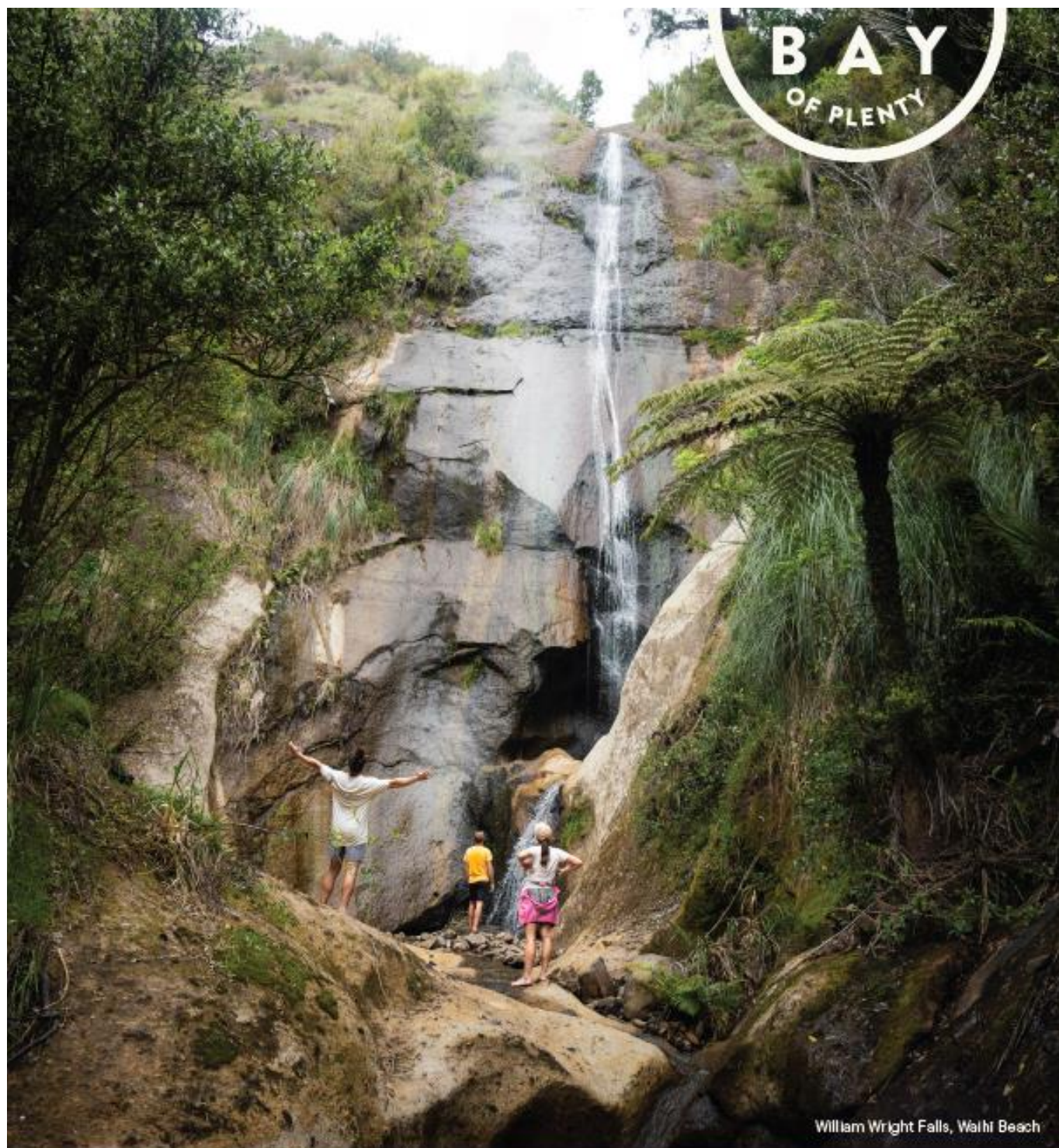
Tourism Bay of Plenty, Six Month Report Jul-Dec 2023

APPENDIX: PROGRESS AGAINST KPIS

FOCUS AREA	PROJECT DELIVERABLE	MEASURE	TBOP	SOURCE	BASELINE (JUNE 2023)	TARGET BY JUNE 2024	UPDATE	STATUS
ECONOMIC Wellbeing	Grow the value of tourism to the western bay economy.	Trends in visitor spending via electronic card transactions.	Direct Partnered Indirect	MBIE MRTE's – Monthly Regional Tourism Estimates	In the year ending June 2023, total visitor spending in western bay was up 7% compared to the year ending June 2022.	Increased visitor spend in the western bay compared to YE June 2023.	The MBIE MRTE dataset is currently paused until further notice. However, Marketview dataset shows a 4% visitor spend increase YoY compared to Jul-Dec 2022.	On Track. However, this is pending reinstatement of the MBIE MRTE dataset.
SOCIAL Wellbeing	Enhance the value of tourism to our community (according to the community).	Residents' sentiment towards tourism. Measured by the percentage of residents who agree that tourism has a positive impact on their community. Residents provide a rating of 1 to 10, where 1 is strongly disagree and 10 is strongly agree.	Direct Partnered Indirect	Residents' satisfaction surveys, conducted by the respective councils.	Tauranga City community: 64% agree of residents agree. YE June 2023 Representing scores of 7 to 10 Western Bay of Plenty District community: 71% of residents agree. YE June 2023 Representing scores of 6 to 10	Increase minimum sentiment: Tauranga City Residents: 65% Western Bay of Plenty District Residents: 72%	Sentiment for both Tauranga City Residents and Western Bay residents has declined. Tauranga City Residents: 52% Western Bay of Plenty District Residents: 69%	At Risk. Currently working with TCC & WBOPDC to include an additional qualitative question within resident surveys to understand why sentiment is declining.
CULTURAL Wellbeing	Improving the cultural wellbeing of the community through tourism.	Facilitation of programmes that elevate the Māori cultural tourism proposition in the western bay region.	Direct Partnered	TBOP Six-Month and Annual Reports.	Worked with Tauranga Moana mana whenua and other stakeholders to draw together cultural history and stories that can be shared with visitors via various platforms.	Incorporated Tauranga Moana cultural history and stories into digital storytelling and wayfinding platforms managed by TBOP.	Both cultural history and stories continue to be updated on various platforms, including the TBOP website, digital kiosks and Te Ara Whānui app.	On Track.
ENVIRONMENTAL Wellbeing	Improving the environmental wellbeing of the region via environmental sustainability and regeneration projects.	Industry-focused environmental sustainability and regeneration initiatives facilitated or enabled by TBOP.	Direct Partnered	Programme reports.	A total of 40 visitor sector organisations in the western bay have implemented sustainability initiatives and improved their sustainability literacy after completing The Green Room programme.	A total of 100 visitor sector organisations in the western bay have implemented sustainability initiatives and improved their sustainability literacy after completing The Green Room programme.	To date, 84 organisations have completed the Green Room programme, with a further 16 planned to complete it by June 2024.	On Track.
TBOP ORGANISATION Wellbeing	Enhance TBOP's ability to achieve its goals through high staff engagement.	TBOP staff engagement.	Direct	Employee engagement survey.	Employee Engagement score: 79%. April 2023	Employee Engagement score of ≥80%.	Employee engagement survey scheduled for April 2024.	Work in Progress.

APPENDIX: PROGRESS AGAINST KPIS

FOCUS AREA	PROJECT DELIVERABLE	MEASURE	TBOP	SOURCE	BASELINE (JUNE 2023)	TARGET BY JUNE 2024	UPDATE	STATUS
DESTINATION MANAGEMENT & MARKETING	Elevate the region's cycling proposition.	Develop, update, and promote informative material on cycle trail options in the western bay.	Direct Partnered	Council's feedback.	First iteration of western bay region cycle trails booklet successfully produced.	Cycle trails booklet updated with new trails, supported by an initial print run and digital deployment. Support the development of tourism ventures that make use of this experience.	10,000 copies of the Western Bay of Plenty and Tauranga cycle trails booklet were printed, distributed, and deployed online.	On Track.
	Build operator capability to enhance the quality of the region's tourism offering.	Provide opportunities for western bay operators to train or upskill in sales, marketing and trade capability areas while also gaining, retaining or achieving higher Qualmark rated certification.	Direct Partnered Indirect	Capability programme report.	Provided one-to-one digital marketing training to 10 tourism businesses.	Operators supported to engage in capability building programmes, with a minimum of three additional operators being endorsed with Qualmark certification.	Operators continue to be supported by TBOP to build capability, with three new operators successfully being accredited with Qualmark certification, and more to be confirmed.	On Track.
	Coordinate activity that attracts key business events to the western bay region.	Facilitate leads and bids for business events in the region.	Direct Partnered	TBOP Six-Month and Annual Reports.	Facilitated 17 leads or bids for business events in the region and won 4.	Facilitated 20 leads or bids for business events in the region and won 5.	14 conference bids have been submitted, of which 7 have been confirmed.	On Track.
	Elevate the region's food story and proposition.	Promote and support the delivery of the Flavours of Plenty Festival to draw visitors to the Coastal Bay of Plenty region.	Direct Partnered	Festival delivery.	Successful coordination, delivery and promotion of the Flavours of Plenty Festival in March/April 2023, with 19% of event tickets sold to people who normally reside outside the region.	Promotion of the Flavours of Plenty Festival to key visitor markets results in ≥20% of ticketholders originating from outside the region.	The Flavours of Plenty is scheduled for the 4 th to 14 th of April, with 45 events confirmed at time of writing.	On Track.
	Promotion of the western bay region to key target markets (cultural explorers, surf & beach lovers, outdoor adventurers, and eco-travellers).	Annual development and delivery of marketing campaigns that incorporate our key DNA™ pillars that reach and convert the travel intentions of our target markets to visit, stay and spend in the region.	Direct Partnered	Campaign collateral.	Focusing on social and other key digital channels, TBOP takes a partnership approach to trade marketing, and critically assesses the value of media for money.	Deliver an updated domestic marketing campaign which incorporates the destination's DNA™ elements and is focused on the target markets.	Campaign planning is currently underway for an autumn domestic campaign.	Work in Progress.



William Wright Falls, Waihi Beach

STATEMENT OF INTENT

2024-2025 TO 2026-2027

TĀPOI TE MOANANUI Ā TOI | TOURISM BAY OF PLENTY

(WESTERN BAY OF PLENTY TOURISM AND VISITORS TRUST)



KO MĀTOU WAAHI HE NGĀKAU PAI, HE
TAKUTAI HAUMAKO RAWA, HE WAAHI PITO
MATA.

HE WAAHI AWHINA O NGĀ AHUREA
TUAKIRI KĀTOA. KO TE WAIRUA
MĀHORAHORA O TE TANGATA HE ORITE KI
TE PARITANGA HUANGĀ PAI O TE WHENUA.

HE WAAHI HURANGA – KO TĀ MĀTOU
PŪMANAWATANGA, TE MOTUHAKETANGA
ME TE WHAKAARO MURAMURA E
HONOHONO ANA MĀTOU KI TE AO.

HE TAURANGA MAI. HE TAURANGA ATU.

TE MOANANUI Ā TOI – HE WAAHI MŌU.

OURS IS A PLACE OF POSITIVE ENERGY; A
RICH COASTAL PARADISE BLESSED WITH
RAW POTENTIAL.

WHERE CULTURES EMBRACE
AND THE NATURAL GENEROSITY
OF OUR PEOPLE IS AS ABUNDANT AS OUR
FERTILE LAND AND OPEN SEAS.

A PLACE OF DISCOVERY –
OUR INGENUITY, DETERMINATION
AND BOLD THINKING CONNECT
US TO THE WORLD.
A LANDING PLACE. A LAUNCH PAD.

THE COASTAL BAY OF PLENTY –
A PLACE FOR YOU.



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1. Purpose of Statement of Intent

In accordance with section 64 of the Local Government Act 2002 and the Local Government Amendment Act 2019, this annual Statement of Intent (SOI) publicly states the activities and intentions of the Western Bay of Plenty Tourism and Visitors Trust (Tourism Bay of Plenty) for the next three years. This SOI sets out Tourism Bay of Plenty's strategic framework, activities, and performance measures, as the basis of organisational accountability.

Tourism Bay of Plenty (TBOP) acknowledges the Enduring Statement of Expectations (ESE) and Letter of Expectation (LOE) from Tauranga City Council and Western Bay of Plenty District Council. These articulate the focus areas for TBOP that will contribute to advancing the western bay's economic prosperity.

2. About Tourism Bay of Plenty

TBOP is incorporated under the Charitable Trusts Act (1957) and is a not-for-profit entity, established to promote and manage the western bay sub-region as a visitor and tourist destination. TBOP is a Council Controlled Organisation (CCO) which is accountable to Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOPDC) through separate Letters of Expectation. TBOP is also accountable to Whakatāne District Council (WDC) by a separate Letter of Intent. This collective region is known as Te Moananui ā Toi | the Coastal Bay of Plenty.



3. Objectives of Tourism Bay of Plenty

TBOP's purpose, as described in its Trust Deed, is to promote the economic welfare and development of the western bay region and its citizens through destination marketing, destination management, and other related activities which impact on the region as a visitor destination. TBOP is also responsible for providing visitor information services in the region.

TBOP's role as a Destination Management Organisation (DMO) is to lead, advocate, and coordinate a cohesive, collaborative, and balanced approach to the promotion and management of the region. This is a partnership approach which requires genuine engagement with local communities, businesses, iwi, and stakeholder councils to ensure an enhanced visitor experience.

3.1 Alignment with Tauranga City Council's Community Outcomes

TCC have made a commitment to "put the community at the heart of everything we do" and to create a vibrant city. The [*Our Direction Tauranga 2050*](#) document explains the Council's strategic framework, outlining desired community outcomes, guiding further decision-making, and supporting its overarching [*City Vision, Together we can.*](#)

As per TCC's Letter of Expectations, TBOP will ensure its activity contributes to the following three TCC community outcomes, which align with the three pillars of the Council's City Vision:

- **We fuel possibility and vibrancy**

Tauranga is a vibrant city where we fuel possibility by fostering creativity, innovation, celebrating arts and culture and empowering change makers to create a vibrant city.

- **We are inclusive and lift each other up**

Tauranga is a city that recognises and promotes partnership with tangata whenua, values culture and diversity, and where people of all ages and backgrounds feel included.

- **We value and protect our environment and prioritise nature**

Tauranga is a city that values our natural environment and outdoor lifestyle, and actively works to protect and enhance it.

3.2 Alignment with Western Bay of Plenty District Council's Focus

WBOPDC desires to have economic wellbeing integrated with environmental, social, and cultural wellbeing. WBOPDC value TBOP's Destination Management Plan, which has regenerative tourism at its core. Council supports regenerative tourism that aims to:

- Have net benefit across the environment.
- Improve residents' quality of life.
- Elevate Te Ao Māori.
- Add value to the economy.



3.3 Principal Objectives

TBOP takes the lead role in the sustainable growth of the visitor economy and destination management of Te Moananui ā Toi | the Coastal Bay of Plenty. TBOP's purpose is 'to lead the prosperity of our people and place through tourism'. As such, our principal objectives are to:

1. Help manage and promote the reputation of Tauranga and the wider coastal region nationally and internationally, to increase awareness and appeal.
2. Create, identify, and support opportunities for tourism to have positive economic, social, cultural, and environmental outcomes for the region and residents.
3. Share positive visitor sector stories to engage communities and to demonstrate the value of tourism to local residents (i.e., maintaining social license).
4. Provide leadership, advocacy, and engagement across the visitor economy, in areas such as events, cruise, conferencing, destination management, destination marketing, and storytelling.
5. Participate in conversations with both councils and in their subsequent workstreams, in relation to the development of their strategic directions. This includes contributing to Long-Term Plan conversations, the Te Manawataki o Te Papa project, and other similar large-scale council projects or reviews.
6. Ensure the TBOP business continuity plan is up to date and that it includes contingency strategies, being mindful of relevant health and safety legislation whenever we're providing services to support the wellbeing of our communities.

3.4 Operating Principles

TBOP will adhere to the 'Council Group' operating principles whereby:

- We deliver value for our communities through prudent financial management, ensuring we plan and provide affordable fit-for-purpose services.
- Sustainability and resilience underpin our decision-making and service delivery, protecting the future of our city.
- We work in partnership with tangata whenua, our communities, sub-regional stakeholders, and central government.
- We manage the balance between the social, economic, cultural, and environmental wellbeing of our communities.
- We listen to our communities and make transparent, evidence-based decisions.

TBOP is committed to employee wellbeing. As part of this, TBOP will continue to pay all staff the Living Wage as a minimum.



4. Approach to Governance

TBOP is a CCO of the Tauranga City and Western Bay of Plenty District Councils. The TBOP Board and management are committed to ensuring the organisation meets recommended best practice governance principles and maintains the highest ethical standards, as outlined in the ESE.

The TBOP Board of Trustees is appointed by both councils to govern and direct TBOP's activities. The Board is accountable to the councils for the financial and non-financial performance of TBOP. The Board works collaboratively with the councils to ensure a bilateral 'no surprises' relationship.

For transparency, TBOP will continue to publish up-to-date information online about what it does and how it operates on this page on our website: bayofplenty.co.nz/media-and-resources/resources/. TBOP will also consider the online publication of minutes of public sections of Board meetings.

4.1 The Role of the Tourism Bay of Plenty Board of Trustees

The Board of Trustees is responsible for the direction of TBOP. In accordance with the ESE, this responsibility includes:

- Acting in accordance with the Trust Deed.
- Developing and overseeing TBOP's Visitor Economy Strategy 2018-2028 (VES).
- Advocating on behalf of TBOP with key stakeholders.
- Approving Annual Plans, budgets, and the Statement of Intent (SOI).
- Maintaining Enterprise Risk and Health and Safety systems, policies, and controls.
- Monitoring financial performance and achievement of key initiatives and SOI objectives.
- Appointing and monitoring the performance and remuneration of the General Manager (GM).
- Ensuring the integrity of management information systems and policies.
- Assessing business opportunities and business risks.
- Ensuring TBOP policies enable a healthy organisational culture and staff engagement.
- Complying with relevant law.
- Ensuring TBOP exhibits a sense of social and environmental responsibility.
- Reporting to the councils.
- Following the decision-making guidelines in the ESE and the TCC Appointment of Directors to Council Organisations Policy and the Significance and Engagement Policies.

The Trustees operate under the TBOP Code of Conduct and the Tauranga City Council Code of Conduct for Directors Appointed by Council-to-Council Organisations.

The Trustees delegate the day-to-day operation of TBOP to the General Manager (GM) of TBOP, who reports to the Board.



4.2 Tourism Bay of Plenty Trustees

As of 30 November 2023, the TBOP Board comprises of the following trustees:

- Russ Browne (Chairperson)
- Clare Swallow (Deputy Chairperson)
- Jason Hill
- Peter Blakeway
- Janine Tulloch
- Charles Russell
- Andrea Webster

4.3 Communication Protocol

The Chairperson, Board members, and officers of TBOP will adhere to the following communication protocols with the councils, in addition to the formal reporting requirements:

- Regular governance-to-governance meetings with each council's Commissioners or Councillors.
- Presentations of the Six-Month Report and Annual Report to both councils.
- Two-way dialogue and consideration of each council's strategic priorities and objectives.
- A bilateral 'no-surprises' approach to governance and the management of the organisation.
- Consultation, prior to external release, of any significant changes and/or developments.
- Early notification and collaboration on key matters of risk or reputation.
- Appraise the performance of the TBOP Board of Trustees at a minimum of every two years, alternating annually between a Board-led review and a Council-led review.
- Share the details of any substantive engagement with central government and/or external agencies.
- Acknowledge our relationship with councils and use of logos where appropriate.

4.4 Statement of Intent

The draft SOI for the ensuing financial year will be provided by TBOP to the councils by 19 January, 2024. Feedback from the councils will be considered by mid-February, and the final SOI will be submitted by 30 April, 2024.

The draft SOI provides a three-year view, which is consistent with the ESE, to identify:

- An indicative rolling three-year forecast of performance and position.
- Identification of any significant intended expenditure.
- Any likely requests for increased funding from either council.
- Key actions or initiatives to deliver on the objectives of TBOP.
- Upcoming challenges, risks and opportunities for TBOP.



5. Nature and Scope of Activities

TBOP’s purpose:

To lead the prosperity of our people and place through tourism.

TBOP’s growing role as a Destination Management Organisation requires it to *lead, advocate* and *coordinate* the visitor economy, while considering environmental, social, and cultural interests. We also need to ensure we preserve the region’s unique identity, and that visitor-related development is cognisant of the interests of local residents and iwi.

Lead	Advocate	Coordinate
<ul style="list-style-type: none">•Lead the sustainable growth of the tourism sector, for the benefit of our community.	<ul style="list-style-type: none">•Manage, develop and plan growth, taking into consideration social, environmental and cultural interests.	<ul style="list-style-type: none">•Work with public, private and Iwi led organisations as a key collaborator in order to make the region a more regenerative, compelling and attractive visitor destination.

Destination management is an ongoing process, which reflects the need for regions to plan for the future. Destination management brings different stakeholders together in a collaborative manner to achieve the common goal to which they are all committed: developing a well-managed, sustainable destination for locals and visitors alike. This requires inclusive and coordinated leadership. Destination management needs to engage residents, tourism enterprises, businesses, Māori (iwi and hapū), Regional Tourism Organisations, Economic Development Organisations, Tourism New Zealand, and local, regional and central government whenever necessary or appropriate. To be successful, Tourism Bay of Plenty requires support from our local councils.

To ensure effective planning for population and urban growth, councils can provide opportunities for TBOP to actively contribute their expertise and knowledge of the tourism industry and economic development. This will help to ensure effective destination management of the region going forward.

As part of this, TBOP commits to liaising with the appropriate teams at both councils to better understand the destination opportunities they have already identified, such as Te Manawataki o Te Papa, Mount Maunganui, Ōmanawa Falls, TECT Park, and other recreational reserves, walking trails, cycling trails, and more.



5.1 Significant Areas of Activity

This section outlines the significant activities TBOP will undertake across Tauranga City and Western Bay of Plenty District. Activity will be apportioned per territorial authority area based on funding allocations, unless otherwise specified or if the activity is deemed to have regional benefit or there are extenuating circumstances that would require upweighting. Activity undertaken for Whakatāne District is project-based and is limited to direct funding received.

Activity to be undertaken across the western bay region

MARKETING

Market the destination domestically and internationally through relevant channels to target markets. Including:

- A campaign aimed at domestic and local markets.
- Targeted Australian marketing activity. Trade marketing to partner organisations in New Zealand and key overseas markets (Australia, UK and USA).
- Media hosting.

CYCLE TRAILS & WALKWAYS

- Support the development of recreational cycle trails and walkways.
- Support tourism ventures that make use of this infrastructure.
- Promote cycle trails in the western bay area through digital channels and an annual updates of the western bay cycle trails booklet, including printing and distribution.

PUBLIC RELATIONS & STORYTELLING

- Share information and news that shows why the region is a desirable place to live and visit, and to demonstrate the value of tourism to the local community.
- Manage any destination reputation risks that may arise.



ELEVATE MĀORI CULTURAL TOURISM OFFERING

- Support new and existing Māori cultural operators and developments to provide authentic cultural experiences to visitors.
- Incorporate cultural histories and stories into digital storytelling and wayfinding platforms managed by TBOP.

SOCIAL LICENCE & INSIGHTS

- Measure the impact of the tourism industry across the four wellbeing areas (where data are available) and use information to inform actions.
- Determine cruise value proposition and stakeholder perceptions as a key project.

SUPPORT TOURISM OPERATORS

Help new and existing operators to enhance their offering by supporting provision, access, and engagement with suitable training and upskilling opportunities. This includes resilience building, environmental sustainability, and digital marketing.

Note, some of this was previously covered by The Green Room | Te Rūma Kākāriki, and primarily funded by Toi Moana Bay of Plenty Regional Council.

FLAVOURS OF PLENTY PLATFORM

Grow the profile of the region as a foodie destination through:

- Promoting the region's foodscape through paid and owned marketing channels.
- Engaging with the foodie ecosystem via e-communications and face-to-face meets ups with industry.
- Retain Flavours of Plenty Festival as a key in-house marketing platform for local businesses to leverage and support sustainable partnerships.

NB: We are keen to see this platform grow and are seeking funding from multiple sources.

CRUISE SECTOR OPPORTUNITIES

Continue to manage the cruise sector and work to enhance the benefits it brings to the local community.

ACCESSIBLE TOURISM

- Continue to update the bayofplentynz.com website with wayfinding and accessibility options in the western bay region.
- Continue to encourage operators to look at universal design options.



Additional opportunities (Requested by TCC for TBOP to lead, with finalised funding pending)

DIGITAL WAYFINDING NETWORK

TBOP to continue to be the lead agency for a network of 'in-destination' digital kiosks to better enable visitor, event, and location specific wayfinding and cultural storytelling across the region. We are also supporting the wider TCC wayfinding and signage strategy.

BRAND TAURANGA

Project: TBOP the lead agency for the Tauranga Moana brand project.

Ongoing funding support and phasing work to be confirmed.

Tauranga City Activity

EVENTS

Continue to implement the key actions (**1b and 4c**) in the Tauranga Events Actions and Investment Plan that TBOP is responsible for delivering. Timeframe for both actions is 1 to 3 years.

AIP Goal 1: Develop a strategic and collaborative approach to priorities and investment in major events and business events.

TBOP Action 1b: Develop a business events framework to provide a clear and coordinated framework for investment for the city.

AIP Goal 4: Improving the promotion and marketing of events to both local and national audiences.

TBOP Action 4c: Promote Tauranga as a premier event destination for visitors nationally and internationally. Adopt a collaborative approach to the promotion of events.

TBOP and the TCC Events Team are currently determining the scope of TBOP deliverables related to this action, based on TBOP resources.

PLACEMAKING

Support regional development and initiatives that support tourism, such as Te Manawataki o Te Papa, and the Mount Spatial Plan.



Western Bay of Plenty District Activity

MAJOR EVENTS PROMOTION

Support major events in the Western Bay of Plenty District such as the Waihi Beach Summer Fair, and Katikati Avocado Festival with promotional opportunities where appropriate.

6. Ratio of Funds to Assets

6.1 Ratio of Consolidated Funds

If the Trust is ever wound up, all assets will revert to both councils, to be held in trust for similar purposes. TBOP intends to keep the equity ratio equal to or above 0.5:1.0. The ratio is calculated as: equity divided by total assets.

7. Accounting Policies

Financial statements will be prepared in accordance with Tier 2 Public Benefit Entity Accounting Standards. The accounting policies that have been adopted are detailed in the Tourism Bay of Plenty Annual Report.

7.1 Asset Management

TBOP will prepare and implement Asset Management Plans for all assets where relevant.

7.2 Transactions Between Related Parties

Transactions between the councils and TBOP will be conducted on a wholly commercial basis.

8. Performance Targets (for western bay)

FOCUS AREA	PROJECT DELIVERABLE	MEASURE	TBOP	SOURCE	BASELINE (JUNE 2023)	TARGET BY JUNE 2024	TARGET BY JUNE 2025	TARGET BY JUNE 2026*
ECONOMIC Wellbeing	Grow the value of tourism to the western bay economy.	Trends in visitor spending via electronic card transactions.	Direct Partnered Indirect	MBIE MRTE's – Monthly Regional Tourism Estimates	In the year ending June 2023, total visitor spending in western bay was up 7% compared to the year ending June 2022.	Increased visitor spend in the western bay compared to YE June 2023.	Increased visitor spend in the western bay compared to YE June 2024.	Increased visitor spend in the western bay compared to previous YE.
SOCIAL Wellbeing	Enhance the value of tourism to our community (according to the community).	Residents' sentiment towards tourism. Measured by the percentage of residents who agree that tourism has a positive impact on their community. Residents provide a rating of 1 to 10, where 1 is strongly disagree and 10 is strongly agree.	Direct Partnered Indirect	Residents' satisfaction surveys, conducted by the respective councils.	Tauranga City community: 64% agree of residents agree. YE June 2023 Representing scores of 7 to 10 Western Bay of Plenty District community: 71% of residents agree. YE June 2023 Representing scores of 6 to 10	Tauranga City Residents: 65% Western Bay of Plenty District Residents: 72%	Tauranga City Residents: 60% Western Bay of Plenty District Residents: 72% NB: Currently investigating alternative measures to better understand and balance both resident and business sentiment.	Tauranga City Residents: 62% Western Bay of Plenty District Residents: 72% NB: Currently investigating alternative measures to better understand and balance both resident and business sentiment.
CULTURAL Wellbeing	Improving the cultural wellbeing of the community through tourism.	Facilitation of programmes that elevate the Māori cultural tourism proposition in the western bay region.	Direct Partnered	TBOP Six-Month and Annual Reports.	Worked with Tauranga Moana mana whenua and other stakeholders to draw together cultural history and stories that can be shared with visitors via various platforms.	Incorporated Tauranga Moana cultural history and stories into digital storytelling and wayfinding platforms managed by TBOP.	Incorporated Western Bay of Plenty District cultural history and stories into digital storytelling and wayfinding platforms managed by TBOP.	Supported a minimum of 3 Māori tourism operators to connect their experience offering to a digital platform.
ENVIRONMENTAL Wellbeing	Improving the environmental wellbeing of the region via environmental sustainability and regeneration projects.	Industry-focused environmental sustainability and regeneration initiatives facilitated or enabled by TBOP.	Direct Partnered	Programme reports.	A total of 40 visitor sector organisations in the western bay have implemented sustainability initiatives and improved their sustainability literacy after completing The Green Room programme.	A total of 100 visitor sector organisations in the western bay have implemented sustainability initiatives and improved their sustainability literacy after completing The Green Room programme.	Key opportunities identified to support climate change mitigation and adaptation projects relating to tourism (connecting with the Tauranga Climate Change Action and Investment Plan, where relevant).	Key actions and programmes are in place which build on climate change mitigation and adaptation progress relating to tourism (connecting with the Tauranga Climate Change AIP, where relevant).
TBOP ORGANISATION Wellbeing	Enhance TBOP's ability to achieve its goals through high staff engagement.	TBOP staff engagement.	Direct	Employee engagement survey.	Employee Engagement score: 79%. April 2023	Employee Engagement score of ≥80%.	Employee Engagement score of ≥80%.	Employee Engagement score of ≥80%.



FOCUS AREA	PROJECT DELIVERABLE	MEASURE	TBOP	SOURCE	BASELINE (JUNE 2023)	TARGET BY JUNE 2024	TARGET BY JUNE 2025	TARGET BY JUNE 2026*
DESTINATION MANAGEMENT & MARKETING	Elevate the region’s cycling proposition.	Develop, update, and promote informative material on cycle trail options in the western bay.	Direct Partnered	Council’s feedback.	First iteration of western bay region cycle trails booklet successfully produced.	Cycle trails booklet updated with new trails, supported by an initial print run and digital deployment. Support the development of tourism ventures that make use of this experience.	Cycle trails booklet updated with new trails, supported by an initial print run and digital deployment. Support the development of tourism ventures that make use of this experience.	Cycle trails booklet updated. The western bay region becoming known as a destination for cycling within New Zealand.
	Build operator capability to enhance the quality of the region’s tourism offering.	Provide opportunities for western bay operators to train or upskill in sales, marketing and trade capability areas while also gaining, retaining or achieving higher Qualmark rated certification.	Direct Partnered Indirect	Capability programme report.	Provided one-to-one digital marketing training to 10 tourism businesses.	Operators supported to engage in capability building programmes, with a minimum of three additional operators being endorsed with Qualmark certification.	Operators supported to engage in capability building programmes, with a minimum of five additional operators being endorsed with Qualmark certification.	Operators supported to engage in capability building programmes, with a minimum of five additional operators being endorsed with Qualmark certification.
	Coordinate activity that attracts key business events to the western bay region.	Facilitate leads and bids for business events in the region.	Direct Partnered	TBOP Six-Month and Annual Reports.	Facilitated 17 leads or bids for business events in the region and won 4.	Facilitated 20 leads or bids for business events in the region and won 5.	Facilitated 25 leads or bids for business events in the region and won 7.	Facilitated 30 leads or bids for business events in the region and won 10.
	Elevate the region’s food story and proposition.	Promote and support the delivery of the Flavours of Plenty Festival to draw visitors to the Coastal Bay of Plenty region.	Direct Partnered	Festival delivery.	Successful coordination, delivery and promotion of the Flavours of Plenty Festival in March/April 2023, with 19% of event tickets sold to people who normally reside outside the region.	Promotion of the Flavours of Plenty Festival to key visitor markets results in ≥20% of ticketholders originating from outside the region.	Continued TBOP support of Flavours of Plenty, via key visitor marketing channels, reaffirms the festival as a signature DNA™ event for the region.	Continued TBOP support of Flavours of Plenty, via key visitor marketing channels, reaffirms the festival as a signature DNA™ event for the region.
	Promotion of the western bay region to key target markets (cultural explorers, surf & beach lovers, outdoor adventurers, and eco-travellers).	Annual development and delivery of marketing campaigns that incorporate our key DNA™ pillars that reach and convert the travel intentions of our target markets to visit, stay and spend in the region.	Direct Partnered	Campaign collateral.	Focusing on social and other key digital channels, TBOP takes a partnership approach to trade marketing, and critically assesses the value of media famils to ensure ROI and value for money.	Deliver an updated domestic marketing campaign which incorporates the destination’s DNA™ elements and is focused on the target markets.	Review previous campaign results and deliver an updated/renewed domestic marketing campaign which incorporates the destination’s DNA™, converting the travel intentions of our target markets to visit, stay and spend in the region.	Annual review and delivery of relevant campaigns and related PR activity that incorporates our DNA™ pillars and converts the travel intentions of our key target markets to visit, stay and spend in the region.

*June 2027 targets to be confirmed, but initially baselined against June 2026 targets with scope for further development.



9. Expected Shareholder Distributions

TBOP is not expected to make profits. Any surplus funds remaining from the annual operations of TBOP will be carried forward to the ensuing year, to continue to pursue the primary objectives of TBOP.

10. Financial and Non-Financial Reporting

10.1 Financial Performance Targets and Measures

- Gross revenue is consistent with the agreed budget.
- Expenditure is managed within the agreed budget.
- Working capital ratio of no less than 1 (excluding current portion of term debt).
- Equity to assets ratio is reported on (equity divided by total assets).
- No debt is to be raised to finance operating expenses.

10.2 Reporting

TBOP has adopted 30 June as its balance date.

10.2.1.1 Six Month Report

By 28 February each year, the Trustees shall deliver to the councils an unaudited report containing the following information, in respect of the six months under review:

- Statement of Financial Performance, disclosing revenue and expenditure and comparative prior period and budget figures.
- Statement of Financial Position.
- Progress towards Non-Financial Performance Targets.
- A commentary on the financial and non-financial results for the first six months and a forecast of these results for the full year.

10.2.1.2 Annual Report

By 31 August each year, the Trustees shall deliver to the councils a draft Annual Report, and by 30 September a final version of the Annual Report which will include audited financial statements (dependent on Audit New Zealand timeframes) in respect to the previous financial year, and containing the following information:

- Chairperson's and GM's reports.
- Audited financial statements for the financial year, including Statement of Financial Performance and the Statement of Financial Position and Changes in Equity.
- Notes to the financial statements, including accounting policies.
- Service Delivery Report summarising TBOP's performance against the SOI strategic priorities.



- Independent Auditor's report on the financial statements and non-financial performance measures.

11. Activities for Compensation

11.1 Funding Principles

There are six high-level funding principles:

- As a general principle, TCC and WBOPDC will provide ongoing funding to TBOP as a contribution towards operational expenses.
- The role of the councils is to hold TBOP accountable for the use of funds provided by TCC and WBOPDC, which will ideally be consistent with the councils' strategies.
- TBOP is encouraged to seek funding opportunities from the private sector and central government to maximise the best outcomes for the organisation and the region.
- The TBOP Board must be empowered with sufficient flexibility to determine the best use and allocation of funding to meet required levels of service to the community and visitors.
- TBOP is expected to meet the approved annual budget.
- Any net surpluses are to be disclosed through Six Month and Annual Reports.

11.2 Approach to Funding

TBOP receives an operating grant from both councils for the purpose of marketing and managing the destination. The operating grant is set through the Long-Term Plan (LTP) process, with the contribution from each council updated annually, in line with the Consumer Price Index (CPI), when TBOP creates its budgets for the coming year.

Council funding for additional operating grants and ad hoc new capital projects is to be assessed on a case-by-case basis through the LTP or Annual Plan process.



11.3 Compensation from Local Authorities

TCC and WBOPDC intend to purchase services from TBOP over the long term and agree to the level of funding on a rolling three-year basis, aligned to the three-year Business Plan of TBOP.

The services for the next three years are currently forecast as per the table below. Note that this excludes separate funding for TBOP to lead the Tauranga Moana Brand and Digital Kiosk Network projects, which are being determined at the time of writing this document.

Funder	2023/24	2024/25	2025/26	2026/27
TCC	1,630,326	1,513,574	1,574,612	1,621,850
TCC (VIC, Including Cruise)	527,650	542,949	558,697	575,458
TCC Total	2,157,976	2,056,523	2,133,309	2,197,308
WBOPDC Total*	268,960	268,000	350,000	325,000
Total	2,426,936	2,324,523	2,483,309	2,522,308

*Additional CPI adjustment for 2025/2026 & 2026/27 to be confirmed by Western Bay of Plenty District Council.

The payments will be made quarterly, in advance, on receipt of a GST invoice, with payments one and two each being 30% of the annual sum, and payments three and four each being 20% of the annual sum.

WESTERN BAY OF PLENTY TOURISM & VISITORS TRUST

BUDGET	2023/24	2024/25	2025/26	2026/27
	\$	\$	\$	\$
Revenue				
Funding - Tauranga City Council	2,157,976	2,056,523	2,133,309	2,197,308
Funding - Western BOP District Council	268,960	268,000	350,000	325,000
Funding - Whakatane District Council	84,000	86,520	89,116	91,789
Funding - BOP Regional Council	60,000	-	-	-
Retail Gross Profit	4,800	2,000	2,000	2,000
Other (Includes Industry Contributions)	412,100	120,500	120,500	120,500
Total Revenue	2,987,836	2,533,543	2,694,925	2,736,597
Less Expenditure				
Operating & Marketing	1,222,675	948,564	977,021	1,006,332
Administration & Overheads	465,755	497,251	512,169	527,534
Employee Expenses	1,606,346	1,693,896	1,744,713	1,797,053
Depreciation & Amortisation	38,060	49,760	50,000	50,000
Total Expenditure	3,332,836	3,189,471	3,283,903	3,380,919
Surplus/Deficit	- 345,000	- 655,928	- 588,978	- 644,322



Notes:

- The 2023/24 deficit is a result of reduced TCC Airport funding.
- We have used reserves to cover the deficit for 2023/24. However, further reduction of reserves beyond 2023/24 may result in TBOP not meeting the equity ratio KPI of 0.5 (as per section 6.1 Ratio of Funds to Assets). This will be monitored and discussed with both councils.
- Any extra funding obtained from other sources will likely be project-based, to supplement (and not replace) this core operational funding.
- We have estimated CPI increases on funding of 3% for WDC, which will be reviewed annually.



12. Estimated Value of Tourism Bay of Plenty

The TBOP Board estimate that the commercial value of the shareholders' investment in TBOP is represented by the net assets of TBOP. This value is calculated from total assets less liabilities.

13. Significant Decisions

In accordance with the TCC Significance and Engagement Policy, TBOP will not undertake any activity of a nature or scope not provided for in this SOI without prior approval of both councils. Specifically, prior approval would be required for TBOP to:

- Form any subsidiary entity.
- Purchase shares in any other entity.
- Dispose of any significant assets e.g., land or buildings.
- Purchase any significant assets e.g., land or buildings.
- Seek partnering solutions that involve the dilution of assets or the commitment of councils.

14. Termination

If any party wishes to terminate this three-year rolling arrangement, due to non-performance or any other substantive reason within the control of either of the parties:

- the party may give written notice to the other party specifying the issue and, if possible, requiring remedy within twenty-eight (28) days, and/or
- mediation is set to investigate any remedy of the issue, and/or
- if the issue is unable to be remedied to the party's satisfaction, the party must give written notice of its intention to terminate this arrangement from a date being not less than one year commencing the forthcoming 1 July (that is, the secondary party must have at least one full financial year's notice commencing on 1 July and ending on 30 June).

15. Signed by

Chairperson
Russ Browne
Tourism Bay of Plenty

General Manager
Oscar Nathan
Tourism Bay of Plenty



16. Glossary of Terms

AIP	Action and Investment Plan
CCO	Council Controlled Organisation
CPI	Consumer Price Index
ESE	Enduring Statement of Expectations
GM	General Manager
GST	Goods and Services Tax
LOE	Letter of Expectation
MBIE	Ministry of Business, Innovation and Employment
SOI	Statement of Intent
TBOP	Tourism Bay of Plenty
TCC	Tauranga City Council
VES	Tourism Bay of Plenty's Visitor Economy Strategy 2018-2028
VIC	Visitor Information Centre
WBOPDC	Western Bay of Plenty District Council
WDC	Whakatāne District Council
YE	Year end

Note, 'western bay' refers to the total combined area which is governed by Western Bay of Plenty District Council and Tauranga City Council.

11.2 COLAB LTD DRAFT STATEMENT OF INTENT 2024–2027 AND HALF YEARLY REPORT AS AT 31 DECEMBER 2023

File Number: A6057433

Author: Sarah Bedford, Finance Manager

Authoriser: Adele Henderson, General Manager Corporate Services

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Elected Members with CoLAB Limited's Half Yearly Report to Shareholders as at 31 December 2023 and Draft Statement of Intent for 2024–2027. If applicable, Elected Members may provide comment on CoLAB Limited's Draft Statement of Intent 2024–2027 for the CoLAB Board to consider.

RECOMMENDATIONS

1. That the Finance Manager's report dated 4 April 2024 titled 'CoLAB Ltd Draft Statement of Intent 2024–2027 and Half Yearly Report as at 31 December 2023' 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 CoLAB Limited's Half Year Report to Shareholders 31 December 2023 (Attachment 1) be received.
4. That the Draft CoLAB Statement of Intent for 2024–2027 (Attachment 2) be received.
5. That the Board of the CoLAB Limited be advised of the following comments on the Draft Statement of Intent within two months from 1 March 2024.

BACKGROUND

2. CoLAB provides Council with the ability to participate in the strategic planning and direction of shared services offerings within CoLAB and benefit from the shared delivery project outcomes.
3. CoLAB's role is to investigate and develop opportunities on time and within budget, ensuring opportunity benefits are realised and provide services that meet the needs of councils and foster cross-council collaboration.

COLAB LTD'S HALF YEARLY REPORT AS AT 31 DECEMBER 2023

4. Under Section 66 (2) of the Local Government Act 2002, within two months after the end of the first half of each financial year, the Board of a council-controlled organisation must deliver to the shareholders a report on the organisation's operations during that half year.

The report is required to provide information against the objectives set out in the Statement of Intent.

5. CoLAB's Half Yearly Report to Shareholders as at 31 December 2023 is attached **(Attachment 1)**.

COLAB LTD'S DRAFT STATEMENT OF INTENT 2024-2027

6. Under Schedule 8 Part 1 of the Local Government Act 2002 the Board of a council-controlled organisation must deliver to its shareholders a draft Statement of Intent on or before 1 March each year.
7. The Board must consider any comments on the draft Statement of Intent that are submitted within two months of 1 March 2024 by its shareholders.
8. Following the two month submission period, the Directors of CoLAB will consider any submissions made by Shareholders and approve a final Statement of Intent by 30 June 2024.
9. Council is therefore required to receive and if applicable, comment on the draft Statement of Intent 2024-2027.
10. A copy of the Draft CoLAB Limited Statement of Intent for the years 2024-2027 is attached **(Attachment 2)**.

SIGNIFICANCE AND ENGAGEMENT

11. 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.
12. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.
13. In terms of the Significance and Engagement Policy this decision is considered to be of low significance because it is a statutory requirement for council-controlled organisations to deliver to the shareholders a half-yearly report on the organisations operations. Additionally, receiving the DRAFT Statement of Intent from a Council Controlled Organisation (CCO) for shareholders' comment is statutory, therefore the effect on ratepayers is low.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication		
The Board of CoLAB Limited	Any comments on CoLAB Limited's draft Statement of Intent 2024-2027 must be received	Planned	

	by the Board for its consideration within two months of 1 March 2024.		
The Shareholders of CoLAB Limited	Shareholders are invited to provide comment and feedback on the draft Statement of Intent 2024-2027 within two months of 1 March 2024.		

ISSUES AND OPTIONS ASSESSMENT

THAT the Board of CoLAB Limited be advised of the following comments on the CoLAB draft Stater			
Reasons wh			
Section 79			
Governmen			
The Board o			iment
organisation			
Shareholders a draft statement of intent			
on or before 1 March each year.			

STATUTORY COMPLIANCE

Half-yearly report

14. The CoLAB Half Yearly Report, DRAFT Statement of Intent 2024-2027 and the recommendations are in accordance with Schedule 66 (2) and Part 1 of Schedule 8 of the Local Government Act 2002.
- (un-audited)
- 1 July 2023 to 31 December 2023

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Supporting councils to maximise the value they provide to their communities by helping them identify and realise shared opportunities	
		or funding

ATTACHMENTS

1. COLAB Half Yearly Report to 31 December 2023  
2. CoLAB Draft 2024 Statement of Intent – For Shareholder Comment  

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Assessment of performance against targets	10
Co-Lab's financial position	13
Financial forecasts	16
Governance.....	16
Nature & scope of activities.....	17

Collaboration & Partnership

We are better together | *He hunga toa takitini*

We collaborate and partner by:

- Building kotahitanga and respect
- Focussing on community benefits
- Delivering together
- Valuing diversity

Integrity

We do the right thing | *He hunga whai i te tika*

We act with integrity by:

- Being accountable and honest
- Having courage
- Trusting and listening
- Behaving in good faith

Innovation

We transform ideas into results

He hunga whai i te tika

We innovate by:

- Thinking boldly
- Challenging perceptions
- Being solution focused
- Embracing change

Statement of service performance

Co-Lab¹ works with councils to:

- Make councils more effective and efficient; and
- Improve the experience communities have when engaging with councils.

It achieves these outcomes by:

- Acting as an ideas laboratory for developing opportunities that create value to councils;
- Providing shared services to councils; and
- Entering joint procurement arrangements for the benefit of councils.

This report includes projects and shared services that have substantial activity to report on over the first half of the financial year.

Opportunity development highlights

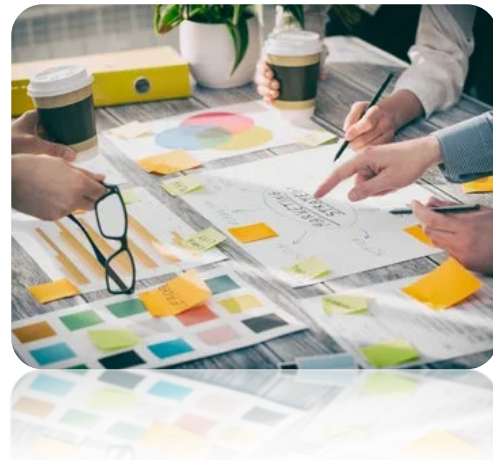
As directed by The Board, Opportunity Development projects were anchored in industry and field research which meant less reliance on council peoples' time. In some cases, the projects will become a pilot so lessons from building and testing a solution can be realised faster. Pilot projects being planned include a project management shared service and a car parking management shared service.

We completed the business case and delivered the inaugural RATA Spaces & Places Community Asset Forum and are pleased to be moving RATA Spaces and Places forward with five interested councils.

Right People, Right Place (RPRP)

The RPRP project considers what councils can do (collectively and individually) to address their pressing need to meet current and future workforce requirements.

We undertook an extensive research project which included an international literature review, qualitative interviews, and workshops with councils' subject matter experts. This work helped to diagnose the problem and the primary causes of this problem. A key finding was that the close geographical proximity of councils will be an advantage for many collaborative initiatives that will help redress the current situation.



The research assisted us in identifying a range of initiatives that will help bolster the local government workforce. Some of these initiatives will result in incremental change while others are more strategic or transformational. The initiatives were categorised and prioritised and will be presented to chief executives for consideration early in 2024 as to what Co-Lab can progress.

¹ Co-Lab is the trading name of Waikato Local Authority Shared Services Ltd

Waikato Regional Transport Model (WRTM) restructure & governance

To ensure the ongoing success of the WRTM programme, we worked with council stakeholders and Waka Kotahi to implement a new governance and management arrangement. There were three foundational activities progressed during the period;

- updated partnership agreements;
- establishment of a new WRTM Governance Committee; and
- recruitment of a full time WRTM Programme Manager.



During the period, the new management and governance structure has been implemented and we commenced the build phase of the Hamilton Transport Model (HTM). The WRTM Strategic Model (WRTM-S) will be the parent model to the HTM.

We also focused on the delivery of the WRTM-S. The new model scenarios for future years were released, including medium and high growth scenarios for 2025, 2035, 2045 and 2055, providing quality information and data to assist councils in making informed decisions.

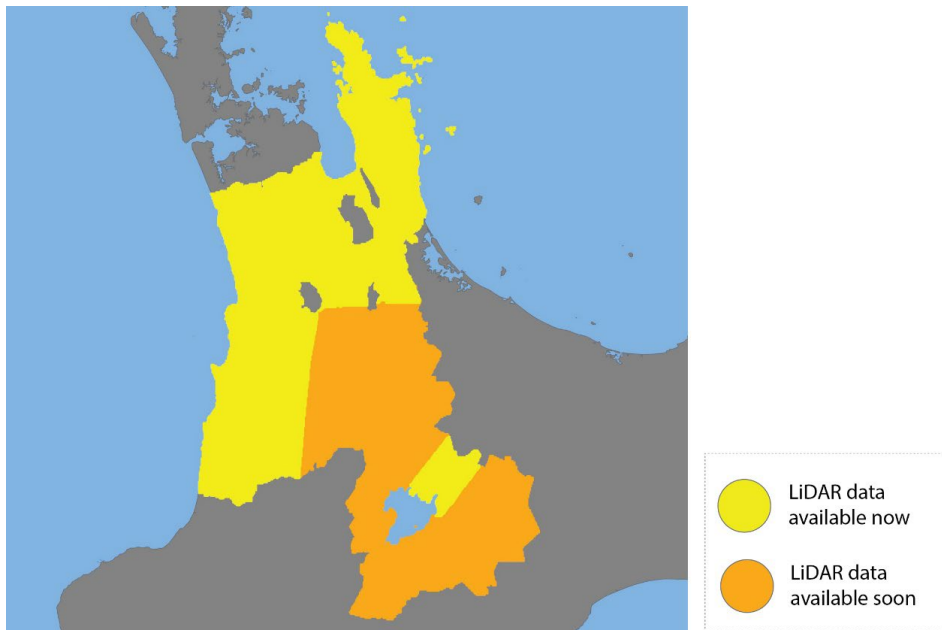
LiDAR

A LiDAR (Light detection and Ranging) survey collects precise laser measurement of the earth surface in our region to enable more accurate modelling of natural hazards and climate change, design better infrastructure, support better land use planning, and improve environmental outcomes for the regional community.

Co-Lab, on behalf of 10 councils and 5 other (non-council) funders, entered into an agreement with Ocean Infinity in 2020 to supply the first ever region-wide LiDAR data set. The project was supported by \$1.4 million from the Provincial Growth fund and is nearing completion.

Although there have been challenges for the supplier to meet the data specifications, the quality control team at LINZ and Waikato Regional Council have worked hard to ensure that these standards were met. During the period, over 60% of the data met our specifications and therefore was accepted. This data is publicly available and has rapidly provided tangible benefits including being used in the planning of the new State Highway 25A bridge built under urgency following cyclone Lola in early 2023.

The remainder of the data is going through quality control and will be publicly available in the first six months of 2024.



Service Delivery highlights

Co-Lab Water Services

During the period, we raised the region's profile and knowledge sharing at industry events. The Trade Waste team presented at the Trade and Industrial Waters Conference in August where they gave an update on the service provided across the Waikato region, the benefits of collaboration and Anna Coman, Trade Waste Team Leader, shared key technical knowledge about how to set up the Trade Waste function under water reforms.



Michelle Templeton, Smart Water Coordinator, was the Hamilton host for the "Insights from the Smart Water Metering Journey" held in Auckland, Wellington, Christchurch, and online as part of the Water Efficiency and Conservation Network. Michelle is a committee member.

During the period, the Smart Water team focused on schools and community engagement. School visits in terms three and four occurred across Hamilton, Waipā and Waitomo. For the first time since the pandemic, the team attended six community events in November and December also across Hamilton, Waipā and Waitomo, interacting with approximately 700 people and approximately 50 people taking a public pledge to do one thing to save water over the summer.

A successful showerhead exchange programme was completed in Hamilton and Waipā, which saw 31 and 20 (respectively) old showerheads exchanged for new ones. Based on a household of four people, this sees annual water savings in Hamilton and Waipā of 64,240 litres and 68,620 litres respectively.

RATA

During the period we progressed 56 Asset Management related projects and services on behalf of 10 councils. With uncertainty around water reform and resource shortages, the focus for the first half of this financial year was on the delivery of core roading related services.

We completed the re-negotiation and 12-month extension of the three data collection contracts (for traffic counting, road condition assessment, and high-speed data collection across 9820km of Waikato council roads). We also completed improved delivery and performance tracking of the traffic counting suppliers' contracts (delivering approximately 1200 counts per year).



We finished the first year of the nine Structures Asset Management Services (SAMS) contracts, delivering specialist structural inspections of over 3500 structures (1500 bridges), and asset management advice to Waikato councils. Each council provided positive performance assessments of the suppliers, with each achieving an "exceeding requirement" rating as part of the Annual performance review process.

We saw excellent results for the Waikato Councils' National Road Asset Data Quality Scores, which in part was due to Cameron Senior and Debbie Flynn's technical skill, diligence, and drive for continuous improvement. Waikato councils filled the top 3 spots across all 67 Councils in NZ, and all Waikato councils ranked in the top 17 across NZ.

"the GM ... found it valuable to inform him of the options and background to some of their important roading network investment decisions. He was delighted about the "added bonus" of the cost savings they shared in as part of taking a Waikato councils-wide approach to delivery of this project" – dTiMs report

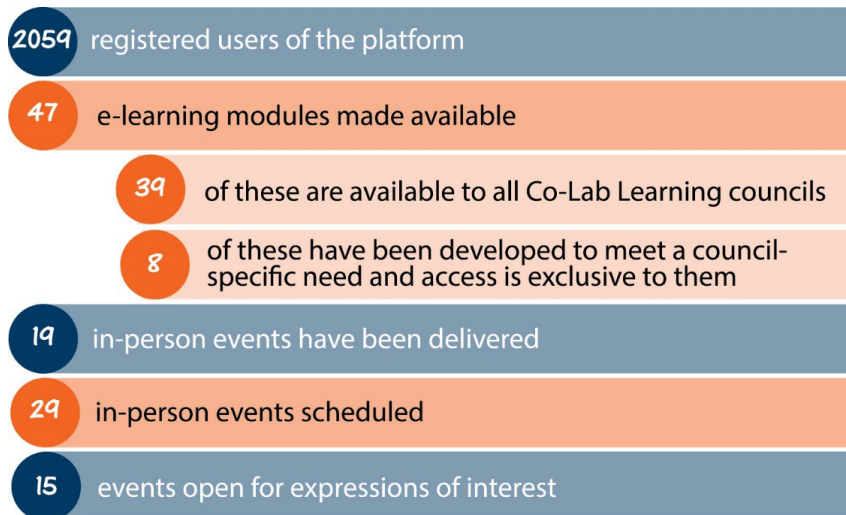
The work of Cameron Senior and his team over the years has really lifted Council's capability, and they are now comfortable they have credible, accurate roading asset data they can use to make better asset investment decisions. They really do appreciate having Cameron's presence in their office. We think that the (roading) RATA asset management partnership is a great example of the benefits to the Waikato councils, and other asset classes should adopt.

Recruitment is in progress for the RATA team to get the team back to full capacity. The current level of resourcing has limited the pace at which the team has progressed some new initiatives. This has meant we've been asked to identify and prioritise the "must do", "should do" and "could wait" projects, until we're able to deliver the full programme.

Co-Lab Learning

The new learning & development service is gaining momentum as seven out of ten councils launched it to their council people.

In numbers



However, overall uptake of the service remains low with just 16% of registered users having completed one or more eLearning modules. Only five councils have utilised the service to arrange and administer the 19 in-person courses. Of these courses, seven were instigated by other Co-Lab services (WBCG, RATA, Procurement) who worked with Co-Lab Learning to arrange them.

There was some interest expressed in jointly procuring a Learning Management System. A paper to assess the level of support has been presented to councils.

Work is nearing completion on the development of a shared competency framework for line managers/team leaders, alongside the development of a Management Essentials programme of learning. Waikato Regional Council is working closely with us on this.

A report was released to councils about Co-Lab Learning's progress against its strategic plan. Feedback about the report was positive.

Relationships with MBIE, Taituarā and LGNZ have progressed well. MBIE will return to the Waikato region in March and September 2024 to deliver two-weeks (in total) of procurement training.

Regional Infrastructure Technical Specification (RITS)

The Regional Infrastructure Technical Specification v2 has taken some time to review and compile input from councils, however it will be ready for consultation early in 2024. It delivers better quality drawings, editable forms, and improved search functionality.



Company support highlights

During the period, the Senior Leadership Team (SLT) focused on finalising the organisation's first three-year strategy. The wider team was involved in creating a Benefits of Collaboration framework to better articulate and measure the value of collaboration. These were socialised with the Co-Lab Board and Council Executive Leadership Teams and will be included in the FY2024/25 Statement of Intent.

During the period, several new people were appointed. The existing full-time procurement support role was split into two part-time roles; one to support councils who don't have in-house procurement expertise and the other to support us with the joint procurement arrangements we enter for the benefit of councils and to administer the Professional Services Panel (PSP). We welcomed Jayne Signal and Zoe Perkins, respectively. We welcomed Mary Hobby to maintain and improve the quality of RAMM databases, and finally we established a new part-time communications role which is a shared resource with Waitomo District Council and welcomed Jessica Judge.

Our visits to council ELTs were very useful to inform our strategic direction and engagement with councils. We also continued engagement to on-board our newest shareholder, Western Bay of Plenty District Council.

We've taken on administrative support for the Waikato Mayoral Forum and the Joint Mayors and Chairs Forum and continued administrative support for our working parties.

Internal highlights included a focus on professional development with some colleagues completing a Te Ao Māori course, and 40% of Co-Lab people completing one or more Co-Lab Learning modules.

Performance framework



Assessment of performance against targets

An update on performance against the targets set in our Statement of Intent, as at 31 December 2023, is shown in the table below.

Priority	Performance measure	Target	Outcome (progress toward target)
Prioritise and develop business cases for opportunities that, if implemented, add value to councils by achieving one or more of our objectives	Business cases will include measurable benefits linked to one or more of the outcomes sought	Projected savings/increased revenue to councils of at least \$300k	<p>During the first six months of the financial year, Co-Lab advanced various opportunities that will ultimately add value.</p> <p>These are:</p> <ul style="list-style-type: none"> • Right People Right Place • RATA Spaces & Places • Project Management shared service • Restructure of the WRTM service • Parking enforcement shared service <p>Co-Lab's new benefits framework highlights that some of our opportunities will deliver value that is not specifically aligned with 'projected savings/increased revenue'.</p> <p>The Right People, Right Place project has the potential to deliver significant savings to councils by improving staff retention. However, because the report is at a strategic level, and because no decisions have been made on how the initiative will continue, the benefits have not been quantified in any detail.</p> <p>Project Management Shared Service and the Parking enforcement Shared Service both have the potential to deliver savings. These will be estimated as each opportunity is developed.</p>
	Businesses cases are supported by councils (evidenced by take up of the opportunity)	75% of councils	<p>Average (across 2 initiatives) is 60%</p> <p>The RATA Spaces & Places opportunity was supported by 5 (45%) councils (out of a possible 11)</p> <p>Building Consent Cadetship opportunity was supported by 6 (75%) councils (out of a possible 8). The Cadetship was not established because it was decided that it needed 100% participation.</p>

Develop opportunities and deliver projects within agreed budgets and timelines	Opportunities / projects are developed / delivered within agreed timelines	80%	<p>60% (3/5) for the 6 months to 31/12/2023</p> <p>Within timeline:</p> <ol style="list-style-type: none"> 1. Future Proof Data Analytics 2. Right People, Right Place 3. Project Ohu Round 1 <p>Not completed as per plan were:</p> <ol style="list-style-type: none"> 1. AMCE (Now RATA Spaces & Places) Opportunity Assessment (slow council response) 2. Project Wakanda Round 1 (delayed to allocate effort to another project)
	Opportunities / projects are developed / delivered, within approved budget	90%	<p>83% (6/7) for the 6 months to 31/12/2023</p> <p>Within Budget:</p> <ol style="list-style-type: none"> 1. AMCE (Now RATA Spaces & Places) 2. WRTM restructure 3. Right People, Right Place 4. Project Wakanda Round 1 5. Project Ohu Round 1 <p>The Future Proof Data Analysis project was the exception. This was completed 8% over budget.</p>
	Overall, Company Management / Support functions will be undertaken within budget, unless additional expenditure has board pre-approval		Our latest forecast shows that Company Management & Support will be undertaken under budget by \$38k for the full 2024 financial year.

Ensure projects realise their expected benefits	Measurable benefits are actively monitored and reported against	Six-monthly	Management presented one "Project Benefit Assessment" to the Audit & Risk Committee (ARC). The assessment covered Waikato OneView.
	Audit & Risk Committee undertake an assessment of projects following implementation (which will include an assessment of whether projected benefits have been realised)	For \$200k+ Projects (based on cost of opportunity development and ongoing investment) Assessment within 15 months 90% of projected quantifiable benefits are realised	No "Project Benefit Assessments" for \$200k Projects were undertaken in the 6 months to 31/12/23.

Ensure existing services are meeting the needs of councils	<p>The services we provide (below) are considered by councils who use that service to meet or exceed their expectations (evidenced by an annual survey):</p> <ul style="list-style-type: none"> • RATA – roading & waters • Waikato Building Cluster • Regional Infrastructure Technical Specifications • Energy & Carbon Management • Professional Services Panel • Health & Safety pre-qualification 	80% of councils	Not currently measurable: As in the prior year we will be undertaking a survey of council staff in the first half of 2024 to ensure each service offering is continuing to meet the needs of councils.
Foster and promote cross-council collaboration and networking to share ideas on improving efficiencies and best practice	Across these groups, ideas for future consideration and/or initiatives are identified each year	Four per annum	<p>No ideas were received through our website in the 6 months to 31/12/23.</p> <p>Ideas continue to arrive from other sources. Notably, 'Parking Enforcement Shared Service' and the 'EV charging' opportunity came to us from council staff and are already being escalated.</p> <p>Project Wakanda is a board directive to search for ideas by looking for shared-service success stories (internationally and in other sectors).</p>

Co-Lab's financial position

Summary

The financial results for the six months to 31 December 2023 are favourable to budget. This is largely due to the LiDAR project progressing slower than anticipated meaning less expenditure arose during the period, and because of a change to the sequencing of invoicing. For the full year we are currently forecast to be behind budget due to utilising RATA's surplus cash reserves (that is, we are actively managing down our cash reserves as signalled to councils in December).

The cash position as at 31 December 2023 is made up as follows:

	Cash balance @ 1/07/2023	Cash surplus / (deficit)	Cash balance @ 31/12/2023
Company Management & Support	444,498	87,108	531,606
RITS	69,543	15,031	84,574
Working Parties Projects	275,332	(92,572)	182,760
Information Technology	23,822	0	23,822
Energy Management	50,503	41,749	92,251
Shared Valuation Data Service (SVDS)	439,128	24,767	463,896
Road Asset Technical Accord (RATA) & Waters Collaboration	466,021	(258,370)	207,651
Waikato Regional Transport Model (WRTM)	290,945	(203,670)	87,274
Waikato Building Consent Group (WBCG)	261,825	(2,550)	259,275
Mayoral Forum	(13,155)	(5,206)	(18,361)
Co-Lab Water Services	0	162,806	162,806
Co-Lab Learning	72,675	8,578	81,253
Procurement	(56,914)	(71,101)	(128,016)
Geospatial Services	71,829	10,347	82,175
Communications Shared Resource	(150)	(38,269)	(38,419)
Accounts Receivables	(3,186,195)	809,560	(2,376,635)
Accounts Payables	3,103,408	(637,899)	2,465,509
Total	2,313,115	(149,693)	2,163,422

Note: Cash balances for each workstream vary from the actual cash position as a result of accounts receivable / payable which are not tracked on an activity basis.

We will be reforecasting in March and will reassess the likely year-end cash position for each workstream at that time and take this into account in the company's finalised Statement of Intent issued in June 2024.

Statement of financial performance

Co-Lab

Statement of Financial Performance

For the six months ending 31 December 2023

	Financial year 2024 YTD Actuals	Financial year 2024 YTD Budget	Financial year 2023 YTD Actuals
Revenue			
SVDS Data & Software Sales	167,272	213,880	166,810
Interest	1,191	1,002	121
Other Revenue			
User Charges	4,299,678	5,863,064	4,757,252
Total Other Revenue	4,299,678	5,863,064	4,757,252
Total Revenue	4,468,141	6,077,946	4,924,183
Expenditure			
Depreciation and amortisation expense	16,443	35,412	21,183
Personnel costs	754,360	856,770	717,025
Other expenses	4,016,988	5,617,005	3,054,470
Total Expenditure	4,787,791	6,509,187	3,792,678
Net Profit	(319,650)	(431,241)	1,131,505

Statement of financial position

Co-Lab

Statement of Financial Position

As at 31 December 2023

	Financial year 2024 Actual at 31/12/2023	Financial year 2023 Actual at 31/12/2022
Assets		
Current Assets		
Bank		
Transaction Account	482,800	1,909,021
Call Account	29,837	29,123
Rapid Save Account	700,785	0
Term Deposit	950,000	0
Total Bank	2,163,422	1,938,145
Accounts Receivable		
Accounts Receivable	1,098,465	659,483
Accounts Receivable Accruals	1,159,051	1,952,105
GST Receivable	116,761	0
Total Accounts Receivable	2,374,277	2,611,588
Prepayments	0	0
Deferred Tax Asset	2,358	2,358
Total Current Assets	4,540,057	4,552,091
Non-current Assets		
SVDS - Original Cost	0	0
WRTM - Original Cost	2,296,855	2,296,855
MoneyWorks Software	1,195	1,195
IT equipment	110,101	79,240
Accumulated Depreciation	(2,372,700)	(2,333,889)
Office Furniture	66,751	66,169
Total Non-current Assets	102,202	109,570
Total Assets	4,642,259	4,661,661
Liabilities		
Current Liabilities		
Accounts Payable		
Accounts Payable	1,077,418	451,819
Accounts Payable Accrual	533,030	25,409
Total Accounts Payable	1,610,448	477,228
RWT on Payments	0	11,413
Credit Card Balance	2,296	3,633
Revenue in Advance	828,695	880,462
Employee Entitlements	24,070	75,298
GST Payable	0	90,887
Total Current Liabilities	2,465,509	1,538,922
Total Liabilities	2,465,509	1,538,922
Net Assets	2,176,750	3,122,739
Equity		
Contributed Capital	2,957,001	2,957,001
Retained Earnings	(780,251)	165,738
Total Equity	2,176,750	3,122,739

Statement of cashflows

Co-Lab

As at 31 December 2023

For the six months ending 31 December 2023

	Financial year 2024 YTD Actuals	Financial year 2023 YTD Actuals
Cashflows from Operating Activities		
Interest Received	1,071	121
Receipts from Other Revenue	4,748,701	3,482,790
Payments to Suppliers and Employees	(4,464,435)	(4,184,530)
Taxes Paid	0	9,900
Goods & Services tax (net)	(416,883)	96,339
Net cash from operating activities	(131,546)	(595,380)
Cashflows from Investing Activities		
Capital enhancements	0	0
Purchase of PPE	(18,147)	(36,112)
Purchase of investments	0	0
Net cash from investing activities	(18,147)	(36,112)
Net increase in cash, cash equivalents and bank accounts	(149,693)	(631,493)
Opening cash and cash equivalents and bank overdrafts	2,313,115	2,569,637
Closing cash, cash equivalents and bank accounts	2,163,422	1,938,145
Summary of Bank Accounts		
BNZ - Transaction Account	482,800	1,909,021
BNZ - Call Account	29,837	29,123
BNZ - Rapid Save Account	700,785	0
BNZ - Term Deposit	950,000	0
Closing Balance of Bank	2,163,422	1,938,145

Policies

The accounting policies on which the preceding financial statements have been prepared are consistent with those used in preparing the Financial Statements for the year ended 30 June 2023, included in the company's Annual Report.

Financial forecasts

Latest financial forecasts are contained in the company's 2024 Statement of Intent issued for shareholder comment in February 2024.

Governance

Co-Lab is owned in equal portion by 12 Local Authorities:

- Hamilton City
- Hauraki District
- Matamata-Piako District
- Ōtorohanga District
- Rotorua Lakes
- South Waikato District
- Thames-Coromandel District
- Waikato District
- Waikato Regional
- Waipā District
- Waitomo District
- Western Bay of Plenty District

During the period, the Directors of Co-Lab were:

Director	Representing
Peter Stubbs	Independent Chair
Chris McLay	Waikato Regional Council
Lance Vervoort	Hamilton City Council
Ben Smit	Ōtorohanga, Rotorua Lakes, South Waikato and Waitomo District Councils
Gavin Ion	Waikato and Waipa District Councils
Don McLeod	Hauraki, Matamata-Piako, Thames-Coromandel and Western Bay of Plenty District Councils

The independent Chair of Co-Lab receives director fees and reimbursed expenses. Directors representing the councils will not receive any fees or reimbursed expenses for work undertaken on behalf of the company.

Nature & scope of activities

The principal initiatives operating under the Co-Lab umbrella are:

Services

- Co-Lab Water Services
- Co-Lab RATA
- Co-Lab Learning
- Energy & Carbon management
- Co-Lab Procurement Services
- Co-Lab Geospatial Services: Waikato Data Portal and Waikato One View
- Waikato Building Consent Group (WBCG)
- Waikato Regional Transportation Model (WRTM)
- Regional Infrastructure Technical Specification (RITS)

Other

- Waikato Regional Infrastructure Procurement (WRIP)
- Health & safety pre-qualification
- LiDAR (Light Detection and Ranging) technology
- Shared Valuation Data Services (SVDS)
- Waikato Regional Aerial Photography Service (WRAPS)

Information on these activities is included in the company's Statement of Intent.



2024 DRAFT Statement of intent

For the year ended 30 June 2025

**Council collaboration through Co-Lab
maximises community wellbeing.**

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This SOL is a public declaration of the activities and intentions of the Council Controlled Organisation, Waikato Local Authority Shared Services Ltd trading as Co-Lab (Co-Lab). It outlines the nature and scope of the work it will undertake, the Directors’ accountabilities to the shareholders for corporate performance and financial forecasts, as required by Schedule 8 of the Local Government Act 2002. This information is provided in relation to the financial years ended 30 June 2025 to 30 June 2027.

Message from the Chair



“If you make your business about helping others, you’ll always have plenty of work” – Blogger Chris Guillebeau.

When I read this quote, I felt it summed up the role Co-Lab plays for councils, and equally summed up councils’ role in helping communities. Co-Lab is a non-profit owned by councils. Co-Lab exists to help its shareholding councils maximise community wellbeing. It does this by identifying and realising shared opportunities through collaboration.

It’s clear that there is plenty of work ahead for councils and Co-Lab. The next year will likely be made more complex by legislative reform and rates increases, and other change that will undoubtedly come from a new government.

To ensure we are focused on the right tasks, allowing our council shareholders to assist their communities, for the first time Co-Lab Management has created a 3-year strategy. The strategy will see the company:

- Improve the way that it communicates the value it provides to shareholders, and increase that value;
- Focus on growing shared services, which may include providing services to councils who are not shareholders, but never at the expense of value to shareholders; and
- Employ great people with diversity of thought so shareholders receive high-quality services.

This strategy builds on our Benefits of Collaboration Framework, which clarifies the value and measures of regional collaboration through Co-Lab into three main outcomes: reducing costs, creating value and enabling innovation and collaboration.

In this Statement of Intent, we are signalling our intention to adopt the three-year strategy and new related performance measures, although work towards these goals began as soon as The Board and council ELTs validated it during 2023.

We are committed to playing our part in helping councils reduce costs. We will be reducing council member charges for FY2024/25, from what they otherwise would have been, by ~\$900k across our various workstreams, using cash-on-hand. This manifests itself as a significant operating loss in that year but reflects a one-off adjustment, so the company remains in a sustainable financial position longer term.

On the back of the Government’s repeal of the water reform legislation and the proposed “Local Water Done Well” approach, our financial forecasts now assume that Co-Lab Waters will remain with Co-Lab throughout the forecast period¹.

Yours Sincerely,
Peter Stubbs
Chair

¹ Financial forecasting is based on the information we have at the time of writing this draft. This will be updated if new information comes to light after the draft is published and before the final Sol is published.

Statement of Intent at a glance - our 3-year strategy



Commentary

While Co-Lab has had a performance framework in place for some time, it did not include long-term goals and did not provide a clear line of sight for Co-Lab people to understand how their individual KPIs related to it. And while the previous vision and purpose were adequate, the vision needed to more strongly indicate what Co-Lab is about – collaboration.

In creating the three-year strategy, we considered the operating environment for the next three to five years and what is important to shareholders in the success of their council-controlled organisation (CCO). With this in mind, we still have work to do for our shareholders to perceive value from Co-Lab, and improve that value, for our existing services to be better utilised, and to grow the suite of services on offer. To achieve strategic goals one and two, we need to invest in our people.

The evolution of the company's strategic goals has necessitated a corresponding evolution in the company's performance measures. At the same time, we have reviewed the previous measures. In most cases, while these previous measures may continue to be monitored internally at an operational level, they have been superseded by the new objectives.

Performance measures

To ensure we deliver against our 3-year strategy, we will be using the following annual Key Performance Indicators (KPI).

Strategic goal	3-year Objective	Annual KPI
Shareholding councils understand we provide them value	<ul style="list-style-type: none"> We know the value we provide shareholders has improved by 15%, by 30 June 2027* (baseline y/e 30 June 23). By 30 June 2027, 80% of shareholders agree they get value from Co-Lab. All shareholders take up at least one additional shared service. <p><i>*Based on the regional benefits of collaboration (not an individual councils' benefits from collaboration).</i></p>	<ul style="list-style-type: none"> Year-on-year increase in the value we provide to councils. 80%+ of council survey respondents believe those Co-Lab services they received meet or exceed their expectations (evidenced by an annual survey). Year-on-year increase in the utilisation of services we provide to councils.
Deliver value by growing the scale of our shared service function	<ul style="list-style-type: none"> Expand the utilisation of Co-Lab's shared services by a minimum of 24 customers, by June 2027 (baseline y/e 30 June 23) 	<ul style="list-style-type: none"> Year-on-year increase in the utilisation of services we provide to councils. Year on Year increase in the number of services available to councils.
Diverse, talented and motivated people work for us	<ul style="list-style-type: none"> Staff engagement increases by 5% by 30 June 2027. Staff turnover is less than 15%. Our vacancies are filled by suitable candidates within 3 months. <p><i>All baselined y/e 30 June 23)</i></p>	<ul style="list-style-type: none"> Year-on-year increase in staff engagement. Staff turnover is less than 15%. Vacancies are filled by suitable candidates within 3 months.

Nature & Scope of services

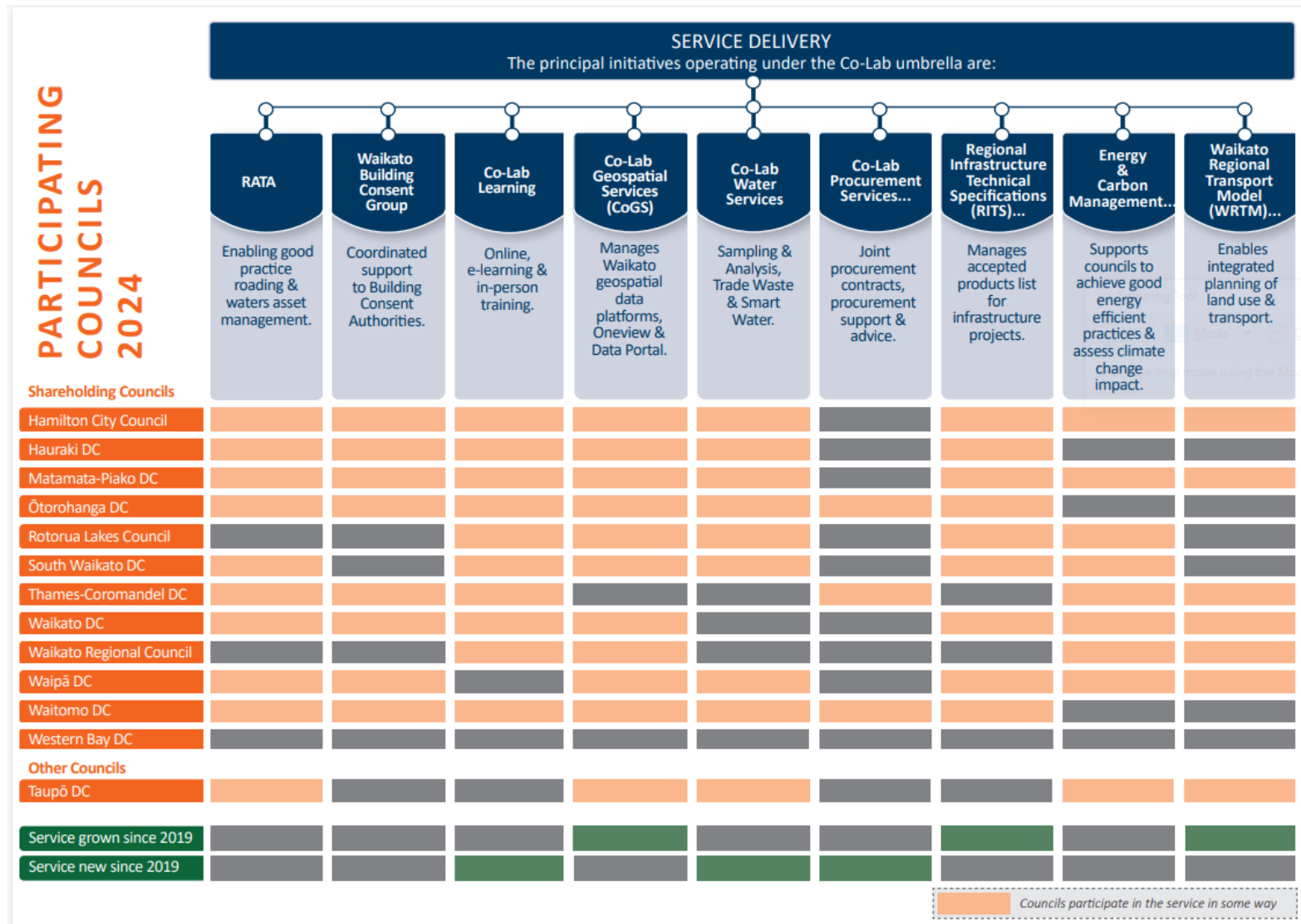
Opportunity Development

Co-Lab also acts as an ideas laboratory by developing opportunities that will reduce costs, create value for councils, or enable innovation and change.

If you'd like more information on the Opportunity Development Projects we are currently investigating, please get in touch.

Shared Services

A list of our shared services follows on page 7. For more information on our services, please visit our website www.colabsolutions.govt.nz



Financials

Overview

Services

Revenue from services decreases in the 2024/25 financial year (FY), as we intend to utilise cash surpluses across the workstreams wherever possible to minimise the cost to councils.

Member charges

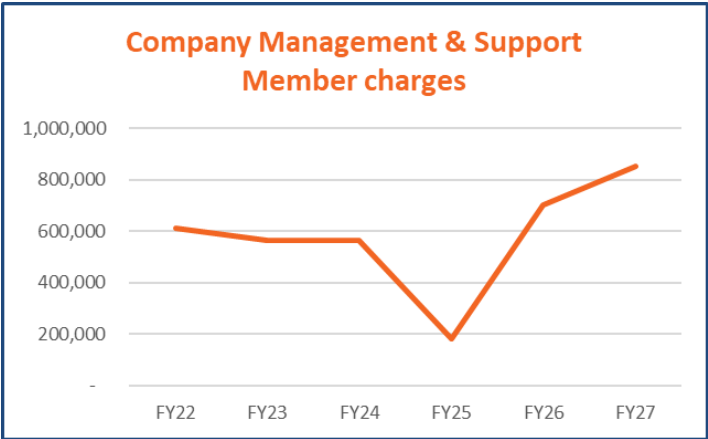
In the past few years, we have held member charges for core operating costs (company management and support) relatively constant. We intend to use current cash surpluses to reduce member charges in FY25 which results in markedly lower member charges to help our shareholding councils.

In this SOI we are also signalling our intention to change the way we ask councils to fund cross-council infrastructure procurement resource. The financial forecasts reflect the resource being included under Company Management & Support, and accordingly funded through member charges, as opposed to what has to date been a user pays model. By doing so this removes what we believe has been a key barrier to councils using the resource.

The change will take effect with an 18-month trial to assess its success or otherwise.

Considering the above, there is a ‘one-off’ reduction in member charges for FY25, with member charges returning to ‘normal levels’ from FY26 (taking into account the change in approach for funding cross-council infrastructure).

We will be considering where there are opportunities to reduce costs without undermining our ability to deliver value to you, and how we might otherwise increase revenue streams. Our goal remains to minimise the increase in member charges.



Cashflow

We intend to draw on cash reserves to fund the operating losses that are forecast in the out-years. While doing so our financial position remains robust.

Statement of Financial Performance

Co-Lab Company Summary for the forecast financial years ended 30 June 2025-2027					
	Budget 2023/24	Forecast 2023/24	Budget 2024/25	Budget 2025/26	Budget 2026/27
Income					
Company Management / Support	1,209,916	970,286	589,962	1,121,340	1,285,407
Working parties projects	724,929	713,349	628,741	576,178	604,987
RITS	27,000	27,000	-	-	11,977
Information Technology	766,177	772,835	-	-	-
Energy Management	137,838	144,824	94,421	151,642	159,224
Shared Valuation Data Service (SVDS)	447,506	368,825	392,892	409,638	425,251
Road Asset Technical Accord (RATA)	1,504,614	2,280,627	2,082,874	2,573,383	2,362,527
Waikato Regional Transport Model (WRTM)	1,751,775	643,615	823,990	1,644,615	512,904
Waikato Building Consent Group	381,350	357,924	157,194	338,600	399,299
Waikato Mayoral Forum	5,000	5,005	10,130	10,637	11,168
Water Collaboration	493,988	-	-	-	-
Co-Lab Water Services	3,474,554	3,684,498	4,260,948	4,473,995	4,697,695
Co-Lab Learning	423,368	440,615	445,907	556,831	564,214
Procurement	325,000	250,286	193,442	203,114	213,270
Geospatial	69,170	70,770	18,000	57,006	91,356
Communications Resource	224,400	65,773	62,484	65,608	68,889
Total income	11,966,585	10,796,232	9,760,984	12,182,587	11,408,168
Operating Expenditure					
Company Management / Support	1,507,208	1,243,455	1,473,305	1,561,094	1,632,202
Working parties projects	724,929	740,637	628,741	576,178	604,987
RITS	15,600	24,157	24,469	25,693	26,977
Information Technology	666,474	749,815	-	-	-
Energy Management	137,838	140,731	144,421	151,642	159,224
Shared Valuation Data Service (SVDS)	309,151	282,920	302,063	311,574	321,394
Road Asset Technical Accord (RATA)	1,500,183	2,577,990	2,078,443	2,568,819	2,357,735
Waikato Regional Transport Model (WRTM)	1,722,615	643,615	823,990	1,644,615	512,904
Waikato Building Consent Group	381,350	370,161	357,194	378,600	399,299
Waikato Mayoral Forum	5,000	5,000	10,130	10,637	11,168
Water Collaboration	491,474	-	-	-	-
Co-Lab Water Services	3,236,070	3,331,138	4,021,258	4,222,320	4,433,437
Co-Lab Learning	473,159	491,176	519,666	556,831	564,214
Procurement	329,696	324,629	193,442	203,089	213,218
Geospatial	69,170	70,783	82,863	87,006	91,356
Communications Resource	224,400	64,817	64,001	67,189	70,536
Total operating expenditure	11,794,318	11,061,025	10,723,985	12,365,287	11,398,651
Earnings before interest, tax and depreciation/ amortisation (EBITDA)	172,267	(264,793)	(963,002)	(182,701)	9,516
Depreciation / amortisation					
Company Management / Support	41,665	27,419	44,087	46,292	48,606
WBCG	0	3,076	3,072	3,072	3,072
Co-Lab Learning	0	867	864	864	864
Procurement	0	1,791	1,872	1,872	1,872
Communications	0	770	840	840	840
WRTM	29,160	-	-	-	-
Total Depreciation / amortisation	70,825	33,923	50,735	52,940	55,254
Earnings before interest and tax (EBIT)	101,442	- 298,715	(1,013,737)	- 235,640	- 45,738
Net Surplus (Deficit) before tax	101,442	(298,715)	(1,013,737)	(235,640)	(45,738)

We are budgeting losses in all the forecasted years to utilise cash surplus on hand and future surplus from SVDS and Co-Lab Waters.

Statement of Financial Position

Co-Lab Financial Position for the forecast financial years ended 30 June 2025-2027					
	Budget 2023/24	Forecasted 2023/24	Budget 2024/25	Budget 2025/26	Budget 2026/27
CAPITAL					
Shares - SVDS	1,607,001	1,607,001	1,607,001	1,607,001	1,607,001
Shares - WRTM	1,350,000	1,350,000	1,350,000	1,350,000	1,350,000
Retained Earnings	(1,467,033)	(460,604)	(759,319)	(1,773,057)	(2,008,697)
Plus Current Year Operating Surplus/(Deficit)	2,466	(298,715)	(1,013,737)	(235,640)	(45,738)
TOTAL CAPITAL FUNDS	1,492,434	2,197,682	1,183,944	948,304	902,566
ASSETS					
CURRENT ASSETS					
Prepayments	134,000	4,128	3,300	3,465	3,638
Accounts Receivable	580,998	598,329	488,049	609,129	570,408
Bank	2,164,346	2,397,159	1,843,139	1,594,807	1,576,145
GST Receivable / (Payable)	5,097	(28,145)	(30,643)	65,030	67,989
TOTAL CURRENT ASSETS	2,884,442	2,971,471	2,303,845	2,272,432	2,218,180
NON-CURRENT ASSETS					
WRTM - Intangible Asset	2,296,855	2,296,855	2,296,855	2,296,855	2,296,855
MoneyWorks Software	1,195	1,195	1,195	1,195	1,195
Accumulated Depreciation	(2,298,050)	(2,298,050)	(2,298,050)	(2,298,050)	(2,298,050)
IT Equipment & Office Furniture	150,132	185,000	197,500	197,500	197,500
Accumulated Depreciation - IT equipment & Office Furniture	(41,546)	(33,923)	(92,281)	(139,440)	(188,804)
TOTAL NON-CURRENT ASSETS	108,587	151,077	105,219	58,060	8,696
TOTAL ASSETS	2,993,028	3,122,549	2,409,063	2,330,491	2,226,876
LESS CURRENT LIABILITIES					
Accounts Payable	1,415,383	785,965	1,073,624	1,218,874	1,148,200
Accounts Payable Accrual	32,173	33,782	37,244	39,106	41,062
Employee Benefits	53,038	105,120	114,251	124,207	135,049
TOTAL CURRENT LIABILITIES	1,500,594	924,866	1,225,119	1,382,187	1,324,310
NET ASSETS	1,492,434	2,197,682	1,183,944	948,304	902,566

Statement of Cashflows

Co-Lab Statement of Cashflows for the forecast financial years ended 30 June 2025-2027					
	Budget 2023/24	Forecasted 2023/24	Budget 2024/25	Budget 2025/26	Budget 2026/27
Cashflows from Operating Activities					
Interest Received / (Paid)	80,625	60,594	70,282	70,272	70,261
Receipts from Other Revenue	11,868,628	11,850,047	9,798,424	11,991,025	11,376,407
Payments to Suppliers	(11,879,652)	(11,470,117)	(10,422,705)	(12,208,174)	(11,456,481)
Taxes Paid	0	0	0	0	0
Goods & Services tax (net)	30,937	(271,978)	2,498	(95,674)	(2,959)
Net cash from operating activities	100,538	168,546	(551,501)	(242,551)	(12,772)
Cashflows from Investing Activities					
Capital enhancements	0	0	0	0	0
Purchase of PPE	(30,334)	(84,502)	(4,877)	(5,780)	(5,891)
Purchase of investments	0	0	2,358	0	0
Net cash from investing activities	(30,334)	(84,502)	(2,519)	(5,780)	(5,891)
Net increase in cash, cash equivalents and bank accounts	70,205	84,044	(554,020)	(248,332)	(18,662)
Opening cash and cash equivalents and bank overdrafts	2,164,346	2,313,115	2,397,159	1,843,139	1,594,807
Closing cash, cash equivalents and bank accounts	2,234,551	2,397,159	1,843,139	1,594,807	1,576,145
Summary of Bank Accounts					
BNZ - Call a/c	2,234,551	2,397,159	1,843,139	1,594,807	1,576,145
Closing Balance of Bank	2,234,551	2,397,159	1,843,139	1,594,807	1,576,145

Appendix I: Governance

Co-Lab² is owned in equal portion by the 12 Waikato Local Authorities³:

- Hamilton City
- Waipa District
- Waikato Regional
- South Waikato District
- Waitomo District
- Thames-Coromandel District
- Matamata-Piako District
- Hauraki District
- Rotorua Lakes District
- Western Bay of Plenty District
- Waikato District
- Ōtorohanga District

Co-Lab's⁴ vision is that council collaboration through Co-Lab maximises community wellbeing. The company's purpose is to achieve this vision by helping councils identify and realise shared opportunities.

It achieves these outcomes by:

- Acting as an ideas laboratory for developing opportunities that create value to councils;
- Providing shared services to councils; and
- Entering joint procurement arrangements for the benefit of councils.

Co-Lab conducts itself in accordance with its constitution, its annual Statement of Intent, the provisions of the LGA and Co-Lab policies.

The Board is made up five council representative directors and an independent Chair. There is also a standing Audit & Risk Committee.

The current Directors of Co-Lab are:

Director	Representing
Peter Stubbs	Independent Chair
Chris McLay	Waikato Regional Council
Lance Vervoort	Hamilton City Council
Ben Smit	Ōtorohanga, Rotorua, South Waikato and Waitomo District Councils
Gavin Ion	Waikato and Waipa District Councils
Vacant	Hauraki, Matamata-Piako, Thames-Coromandel District and Western Bay of Plenty District Council

⁴ Co-Lab is the trading name of Waikato Local Authority Shared Services Ltd

Peter Stubbs' appointment as Independent Chair has been renewed for a further three years from 1 July 2022.

The independent Chair of Co-Lab receives director fees and reimbursed expenses. Directors representing the councils will not receive any fees or reimbursed expenses for work undertaken on behalf of the company.

Appendix II: Policy Statements

Statement of accounting policies

Reporting entity

Waikato Local Authority Shared Services Limited ("the Company") is a Company incorporated in New Zealand under the Companies Act 1993 and is domiciled in New Zealand. The company is a Council Controlled Organisation as defined under section 6 of the Local Government Act 2002 (LGA), by virtue of the shareholding councils' right to appoint the Board of Directors.

The primary objectives of the Company are to:

- Develop opportunities that benefit the Waikato region's local authorities; and
- Act as a vehicle to deliver value-added services to those local authorities.

The Company has designated itself as a public benefit entity (PBE) for financial reporting purposes.

Summary of significant accounting policies

Basis of preparation

Financial statements are prepared on the going concern basis, and the accounting policies are applied consistently throughout the period.

Statement of Compliance

Financial statements are prepared in accordance with the requirements of the LGA, which include the requirement to comply with generally accepted accounting practice in New Zealand (NZ GAAP).

Financial statements are prepared in accordance with and comply with Tier 2 PBE Standards reduced disclosure regime (RDR). WLASS is eligible to report under the RDR as it:

- is not publicly accountable; and
- has expenses more than \$2 million, but less than \$30 million.

The accounting policies set out below are consistent with the prior year, other than the inclusion of policy:

- on operating leases, related to the lease of commercial premises;
- employees; and
- property, plant and equipment.

Measurement base

The financial statements are prepared on a historical cost basis.

Presentation currency and rounding

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest dollar unless otherwise stated. The functional currency of the Company is New Zealand dollars.

Goods and services tax

All items in the financial statements are stated exclusive of goods and services tax (GST), except for receivables and payables, which are presented on a GST-inclusive basis. Where GST is not recoverable as input tax, it is recognised as part of the related asset or expense.

The net amount of GST recoverable from, or payable to, the Inland Revenue (IR) is included as part of receivables or payables in the statement of financial position.

The net GST paid to, or received from the IRD, including the GST relating to investing and financing activities, is classified as an operating cash flow in the cash flow statement.

Commitments and contingencies are disclosed exclusive of GST.

Critical accounting estimates and assumptions

In preparing the financial statements the Company makes estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and assumptions are continually evaluated and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. There are no areas requiring estimate or assumptions made that are considered to carry a significant risk of causing a material adjustment to the carrying amount of assets and liabilities within the next financial year.

Intangible assets

Useful lives and residual values

At each balance date the Company reviews the useful lives and residual values of its intangible assets. Assessing the appropriateness of useful life and residual value estimates of intangible assets requires the Company to consider a number of factors such as the expected period of use of the asset by the Company and expected disposal proceeds from the future sale of the future sale of the asset.

An incorrect estimate of the useful life of residual value will impact the amortisation expense recognised in the income statement and carrying amount of the asset in the balance sheet. The Company minimises the risk of this estimation uncertainty by reviewing that the asset technology is still relevant and there is no alternative options to recreate the asset at a lower price.

Impairment of intangible assets

Intangible assets measure at cost that have a finite useful life are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable.

An impairment loss is recognised for the amount by which the assets carrying amount exceeds its recoverable amount. The recoverable amount is higher of an assets fair value less costs to sell and value in use.

If an asset's carrying amount exceeds its recoverable amount, the asset is regarded as impaired and the carrying amount is written-down to the recoverable amount. The total impairment loss is recognised in the surplus or deficit. The reversal of an impairment loss is recognised in the surplus deficit.

Revenue

Revenue

Revenue comprises the fair value of the considerations received or receivable for the sale of goods and services, excluding GST, rebates and discounts and after eliminating sales within the Company. No provisions have been recorded as all revenue and trade receivables are expected to be received.

Other Revenue

Member charges for all activities are recognised when invoiced to the user (i.e. councils). The recorded revenue is the net amount of the member charges payable for the transaction. Contributions received for projects that were not completed in a financial year are recognised when the Company provides, or is able to provide, the service for which the contribution was charged. Until such time, contributions are recognised as liabilities.

Operating expenses

An operating lease is a lease that does not transfer substantially all the risks and rewards incidental to ownership of an asset to the lessee. Lease payments under an operating lease are recognised as an expense on a straight-line basis over the lease term.

Personnel costs

Defined contribution schemes

Employer contributions to KiwiSaver, the Government Superannuation Fund, and other defined contribution superannuation schemes are accounted for as defined contribution schemes and are recognised as an expense in the surplus or deficit when incurred.

Receivables

Short-term receivables are recorded at the amount due, less any provision for amounts not considered collectable.

Receivables are initially measured at nominal or face value. Receivables are subsequently adjusted for penalties and interest as they are charged and impairment losses. Non-current receivables are measured at the present value of the expected future cash inflows.

Debtors are amounts due from customers. If collection is expected in one year or less, they are classified as current assets. If not, they are presented as non-current assets.

Cash and cash equivalents

Cash and cash equivalents include cash on hand, deposits held at call with banks, with original maturities of three months or less, and bank overdrafts.

Income tax

Income tax expense includes components relating to both current tax and deferred tax.

Current tax is the amount of income tax payable based on the taxable surplus for the current year, plus any adjustments to income tax payable in respect of prior years. Current tax is calculated using tax rates (and tax laws) that have been enacted or substantively enacted at balance date.

Deferred tax is the amount of income tax payable or recoverable in future periods in respect of temporary differences and unused tax losses. Temporary differences are differences between the carrying amount of assets and liabilities in the statement of financial position and the corresponding tax bases used in the computation of taxable profit.

Deferred tax is measured at the tax rates that are expected to apply when the asset is realised or the liability is settled, based on tax rates (and tax laws) that have been enacted or substantively enacted at balance date. The measurement of deferred tax reflects the tax consequences that would follow from the manner in which the entity expects to recover or settle the carrying amount of its assets and liabilities.

Deferred tax liabilities are generally recognised for all taxable temporary differences. Deferred tax assets are recognised to the extent that it is probable that taxable surpluses will be available against which the deductible temporary differences or tax losses can be utilised.

Deferred tax is not recognised if the temporary difference arises from the initial recognition of goodwill or from the initial recognition of an asset or liability in a transaction that is not a business combination, and at the time of the transaction, affects neither accounting profit nor taxable profit.

Current and deferred tax is recognised against the surplus or deficit for the period, except to the extent that it relates to a business combination, or to transactions recognised in other comprehensive income or directly in equity.

Intangible assets Other financial assets

Investments in bank deposits are measured at fair value plus transaction costs.

At each balance date the Company assesses whether there is any objective evidence that an investment is impaired. Any impairment losses are recognised in the income statement.

Payables and deferred revenue

Short-term creditors and other payables are recorded at their face value.

Trade and other payables are non-interest bearing and are normally settled on 30-day terms, therefore the carrying value of trade and other payable approximates their fair value.

Contributions received for projects that were not completed in a financial year are recognised as deferred revenue until the Company provides, or is able to provide, the service for which the contribution was charged.

Employee benefits liabilities

Short-term employee entitlements

Employee benefits expected to be settled within 12 months after the end of the period in which the employee renders the related service are measured based on accrued entitlements at current rates of pay.

These includes salaries and wages accrued up to balance date, annual leave earned to, but not yet taken at balance date, and sick leave.

A liability for sick leave is recognised to the extent that absences in the coming year are expected to be greater than the sick leave entitlements earned in the coming year. The amount is calculated based on the unused sick leave entitlement that can be carried forward at balance date, to the extent it will be used by staff to cover those future absences.

A liability and an expense are recognised for bonuses where there is a contractual obligation or where there is a past practice that has created a constructive obligation.

A liability and an expense are recognised for bonuses where there is a contractual obligation or where there is a past practice that has created a constructive obligation.

Presentation of employee entitlements

Sick leave, annual leave, vested long service leave, and non-vested long service leave and retirement gratuities expected to be settled within 12 months of balance date, are classified as a current liability. All other employee entitlements are classified as a non-current liability.

Reconciliation of equity

Equity is the shareholders interest in WLASS and is measured as the difference between total assets and total liabilities. Equity is disaggregated and classified into the following components:

Contributed equity

Contributed equity is the net asset and liability position at the time the company was formed. The allocation of capital amongst shareholders is explained in this note.

Retained earnings

Retained earnings is the company's accumulated surplus or deficit since formation.

11.3 PROPOSAL TO ENTER INTO A LICENCE TO OCCUPY – NGĀTI TE WAI – KAURI NURSERY – TAHAWAI RESERVE – TANNERS POINT – SUBMISSION PERIOD CLOSED

File Number: A5795513

Author: Peter Watson, Reserves and Facilities Manager

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

Ngāti Te Wai sought approval from Council to enter into a licence to occupy for part of Tahawai Reserve, being Allotment 186 SO 56580, in order to operate a Kauri/native Tree Nursery (**Attachment 1**).

The Project and Monitoring Committee on 15 September 2022 resolved to approve in principle a Licence to occupy to allow for operation of a native tree nursery subject to reviewing any public submissions.

The public consultation period was delayed as Council considered a concept plan process following the purchase of 16 Tanners Point Road property that adjoins Tahawai Reserve. The consultation period has closed and now any submissions or objections need to be considered by Council in its capacity as the administering body of the reserve prior to making a decision on entering into a Licence to Occupy (LTO).

RECOMMENDATION

1. That the Reserves and Facilities Manager's report dated 23 November 2023 and titled 'Proposal to Enter into a Licence to Occupy – Ngāti Te Wai – Kauri Nursery – Tahawai Reserve – Tanners Point – Submission Period Closed' 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 exercise its powers conferred on it as the administering body of the reserve by delegation from the Minister of Conservation under the Reserves Act 1977 and **grant** Ngāti Te Wai or its elected entity the right to hold a licence to occupy for up to 10 years for 2,119m² of land, more or less, being Allotment 186 SO 56580 to allow for a native tree nursery to be situated on Tahawai Reserve subject to an accessway route past the nursery being agreed between Ngāti Te Wai and Council.
4. That Council as the administering body of the reserve by delegation from the Minister of Conservation under the Reserves Act 1977 **does not** grant Ngāti Te Wai or its elected entity the right to hold a licence to occupy for up to 10 years for 2,119m² of land, more or less, being Allotment 186 SO 56580 to allow for a native tree nursery situated on Tahawai Reserve.

5. Any 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.

BACKGROUND

Staff have worked with Ngāti Te Wai hapū on the future use and development of Tahawai Reserve. One of the aspirations is for the hapū, in conjunction with SCION, a Crown research institute that specialises in research, science and technology development for forestry, to set up a Kauri/ native Tree Nursery on the lower part of the reserve to grow on trees for planting in the Kaimai Ranges and local reserves.

In order for Ngāti Te Wai to operate a small nursery on part of Tahawai Reserve, Council would need to grant hapū with a Licence to Occupy pursuant to Section 73 of the Reserves Act 1977.

Before a Licence to Occupy can be granted, Council is required to consult with the public as per Sections 119 and 120 of the Reserves Act 1977.

A public notice was placed in the Hauraki-Coromandel Post newspaper on 17 August 2023 and on Council's website.

Public consultation was required under Section 119 of the Reserves Act 1977, and this closed on 20 October 2023.

Four submissions were received (**Attachment 2**). In summary:

Submitters	In favour of
3	The nursery
1	No facility

The staff response to the submissions is provided in **Attachment 3**.

Ngāi Tamawhariua were contacted for comment but at the date of this report there has been no response.

During the consultation period it was noted that Council is also preparing a Concept Plan for Tahawai Reserve. The concept plan will now include the land adjoining Tahawai Reserve known as 16 Tanners Point Road, which Council purchased in February 2023.

One of the submitters raised concerns regarding the location of the proposed nursery inhibiting existing accessways through the reserve. It was suggested that Council delay its decision on granting a Licence to Occupy until after the concept planning process has been completed as it is perceived that the nursery proposal pre-determines the outcome of the concept plan process.

During a recent pre-engagement stakeholder meeting on 20 February 2024 involving local residents, Tanners Point Ratepayers Association, Katikati Community Board

Chairman, Ngāi Tamawhariua and Ngāti Te Wai, the suggestion of delaying the nursery LTO was raised, however to delay a decision on the LTO until after the concept plan was completed (October/November 2024) would result in the loss of a number of funding grants.

On this basis, there was general consensus from the meeting that Council continues on with the LTO approval process as there was support for the nursery proposal on the basis, that access through Tahawai Reserve and the recently purchased 16 Tanner Point Road could be achieved with the nursery in place.

Attachment 4 identifies practical alternate routes that bypass the proposed nursery area, thereby allowing the public future access across and around the reserve. These alternate routes can be considered in the concept plan process. Staff have walked these alternate routes and can confirm that they are feasible and practical to achieve.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy, this decision is considered to be of low significance because the public have had the opportunity to make submissions or objections to the proposal through the prescribed public consultation process required under the provisions of the Reserves Act 1977. There are also no costs for the ratepayers as the applicant would pay for outgoings and maintenance, which will be required as a condition of the licence to occupy.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication	
Tangata Whenua	Ngāi Tamawhariua did not respond by the submission closure date.	
General Public	4 public submissions were received, summarised in the main report and each submission is shown in Attachment 2 along with staff comments.	

ISSUES AND OPTIONS ASSESSMENT

Option A

3. That Council exercise its powers conferred on it as the administering body of the reserve by delegation from the Minister of Conservation under the Reserves Act 1977 and **grant** Ngāti Te Wai or its elected entity the right to hold a licence to occupy for up to 10 years for 2,119m² of land, more or less, being Allotment 186 SO 56580 to allow for a native tree nursery to be situated on Tahawai Reserve subject to an accessway route past the nursery agreed between Ngāti Te Wai and Council.

<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>Ngāti Te Wai will have its own facility and is not subject to potential commercial lease arrangement and high rental costs.</p> <p>The Kauri/native Tree Nursery will provide trees that will be planted in the Kaimai Ranges and local reserves that in turn will have a positive environmental influence for those areas.</p> <p>Supports Project Parore objectives.</p> <p>Provides local employment opportunities.</p>
<p>Costs (including present and future costs, direct, indirect and contingent costs).</p>	<p>It is proposed that some grant funding be made available from Council should the project proceed. All other costs relating to the proposed will be met by Ngāti Te Wai.</p>
<p>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</p>	
<p style="text-align: center;">Option B</p> <p>That Council as the administering body of the reserve by delegation from the Minister of Conservation under the Reserves Act 1977 does not grant Ngāti Te Wai or its elected entity the right to hold a licence to occupy for up to 10 years for 2,119m² of land, more or less, being Allotment 186 SO 56580 to allow for a native tree nursery situated on Tahawai Reserve.</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>Advantages:</p> <p>The existing green space will not be affected by the presence of a nursery and associated facilities.</p> <p>The area can be considered for access to the balance of the reserve.</p> <p>Disadvantages:</p> <p>Ngāti Te Wai would need to continue to seek premises elsewhere.</p> <p>Local employment opportunities would be lost.</p> <p>Project Parore objectives not supported.</p>

Costs (including present and future costs, direct, indirect and contingent costs).	
Other implications and any assumptions that relate to this option	An alternative site, if found, may be more costly as potentially subject to a commercial lease arrangement and therefore higher rental costs.

STATUTORY COMPLIANCE





Reserves Act 1977 – One month of public consultation required under Section 119 of the Reserves Act 1977 has been undertaken. Council shall give full consideration in accordance with section 120 to all objections against and submissions in relation to the proposal received pursuant to the said section 120.

Building Act 2004 – A Building Consent will be required for any building work.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	A small amount of rental would be received under Council's Rental Policy, however, in this case, it is suggested that the rental will not be charged as there are many community benefits associated with the proposal.

ATTACHMENTS

- 1. Plan of Licence Area** 
- 2. Summary and Submissions Received** 
- 3. Response to submissions** 
- 4. Practical alternative bypass routes** 

Lease Area – Tahawai Reserve 2119m²



FOR	AGAINST
3	1

Submissions FOR (3)

Summary:

28/07/2023	1. Project Parore	2771 SH2 RD2 Aongatete 3178
18/10/2023	2. Michael Mills	257 Tanners Point Road, Tanners Point
18/10/2023	3. Annika Lane	257 Tanners Point Road, Tanners Point

Submissions AGAINST (1)

Summary:

18/10/2023	4. Tanners Point Residents and Ratepayers Association	Tanners Point
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RD2,
Aongatete 3178

28th July 2023

Legal Property Officer,
Reserves and Facilities,
Western Bay of Plenty District Council
(by email)

Tahawai Reserve - Tanners Point Road

Dear Sir/Madam

I write on behalf of Project Parore in support of the proposal to issue a Licence to Occupy the Tahawai Reserve at Tanners Point Road. I understand the application has been made on behalf of the Tuapiro marae, for space to establish a native plant nursery.

Project Parore plans to plant between 50 and 100 thousand trees a year in the area bounded by Aongatete River and Bowentown over the coming 5 years and would welcome another competitive supplier of locally sourced native trees.

We are working on a number of initiatives with Tuapiro Marae (as well as Otiwhiwhi and Te Rereatukahia Maraes) to improve fresh water quality and harbour resilience and believe the proposed nursery will benefit all our organisations, the taiao and the community at large.

Nga manaakitanga, na

David Peters

Chair

[Redacted contact information]

18 October 2023



RD 1

Katikati 3177

Reserves@westernbay.govt.nz via email

Cc joanne.hinn@westernbay.govt.nz

Cc peter.watson@westernbay.govt.nz

Submission: Licence to Occupy for Ngati Te Wai at Tahawai Reserve

I am writing in support of the granting of the LTO to Ngati Te Wai to establish a discrete native plant nursery on the Tahawai Reserve. It is a win/win/win/win all round.

- It is a win for Ngati Te Wai to have access to a discrete portion of the reserve to establish the nursery in partnership with Project Parore and Kaimai Kauri especially given their association with the recent purchase of the Te Poho Pa site and their historic relationship with the Native School. These are reputable organisations and we need to get together for the good of the community and the restoration of the natural environment.
- It is a win for the local residents as it will provide opportunities to support the nursery as volunteers and beneficiaries. There is a lot of goodwill in the community towards Ngati Te Wai and the nursery is just one example of the strengthening relationship between the marae and the local community.
- It is a win for the environment as a focal point for sourcing and raising local seeds and plants that will be returned to the local coastal margins and reserves. There is a strong local commitment to restoring the coastal margins and extending the pedestrian walking tracks, eliminating weeds and pests, and promoting the flourishing bird life.
- It is a win for Council as an active partner and participant in the ecological restoration of the environment and in strengthening the relationship between the local community and Ngati Te Wai.

I attended two meetings in response to the LTO. The first was between several TPRRA committee members and the Katikati Community Board on 13 July. Peter Watson attended on behalf of Council. A range of opinions were expressed but it was noted that Ngati Te Wai were not invited to present their case for the LTO.

The second related meeting was organised by me on Sunday 23 July when sixteen local residents, including several committee members, met on-site with Shaan Kingi, Chair Ngati Te Wai, and Riki Nelson, Kaimai Kauri, to hear first-hand and ask questions about the proposed native plant nursery. Three neighbouring property owners were in attendance.

The TPRRA Chair Janene Cowles wrote to Council in July requesting an extension of the submission period in order to give time to ascertain the views of the local community. This extension was granted. However, to date I am not aware of any attempt by the TPRRA Chair or the Committee to ascertain the views of the local community. I was only recently advised that the Chair and several other members had resigned so at this stage the TPRRA committee is in abeyance as it no longer has a Chair or quorum.

In conclusion, I personally support the granting of the LTO for the reasons given. And I draw Council's attention to the situation that despite asking for a lengthy extension for submissions, the TPRRA Chair has resigned, no information has been shared with the community, the Tanners Point Residents and Ratepayers Assn Committee is in recess/abeyance and no one was authorised to make a submission on behalf of the committee or the community.

Michael Mills

18 October 2023

[REDACTED]

RD 1

Katikati 3177

Reserves@westernbay.govt.nz via email

Cc joanne.hinn@westernbay.govt.nz

Cc peter.watson@westernbay.govt.nz

Submission: Licence to Occupy for Ngati Te Wai at Tahawai Reserve

Kia ora koutou

I am delighted to support the granting of the LTO to Ngati Te Wai to establish a discrete native plant nursery on the Tahawai Reserve. I see this as a positive outcome for Ngati Te Wai, local residents and the environment.

The nursery is consistent with community aspirations to restore the local coastal margins and reserves and enhance the local environment through sourcing and raising seeds and plants. I'm personally very keen to work with Ngati Te Wai as a volunteer on this project and I'm confident there are others in the community who would do the same.

I look forward to a positive outcome and commend the Council for reaching out to the community for feedback and for supporting Ngati Te Wai in this initiative.

Nga mihi



Annika Lane

[REDACTED]

Tanners Point Residents and Ratepayers Association
Tanners Point
Katikati, Bay of Plenty



18th October 2023

Legal Property Officer
Reserves and Facilities
Western Bay of Plenty District Council
Private Bag 12803, Tauranga Mail Centre, Tauranga 3143.

Dear Legal Property Officer

Application from Ngati Te Wai to Licence to Occupy Tahawai Reserve

Allotment 186 S0 56580

Tanners Point Road

to operate a Kauri Tree Nursery.

Firstly, thank you for granting an extension of time for this submission. It was good to know that the Association/ratepayers request for extension of time was heard, and this goes a long way.

Our submission in relation to the above licence to occupy unfortunately remains:

Submission

The Tanners Point Residents and Ratepayers Association (TPRRA) seeks the Western Bay of Plenty Council to opt for **Option B. No approval to licence.**

Our reasons are:

An extension of time was granted to allow the Tanners Point Residents and Ratepayers Association (TPRRA) by WBOPDC to allow time for information to be collated and forwarded to TPRRA relating to the proposed licence to occupy.

This information was then to be shared with the Tanners Point community as no community consultation had taken place.

Additionally, it was requested by TPRRA that the information be provided by one point of contact, Peter Watson, Reserve Manager, as we believe Peter is the person who has all the information given his role within WBOPDC.

While informal information has been received from the Kama Kauri and James Denver, TPRRA has not received any information from Peter Watson.

It therefore has not been able to consult with its community as it does not have the information requested.

As the expected dialogue has not taken place at this point, TPRRA do not know the processes around a licence to occupy and how this fits with the Tahawai Reserve development and management plan.

The TPRRA also remains of the opinion that the Tahawai Reserve which we understand is to be developed for the residents/ratepayers of Tanners Point and the Tuapiro Marae, requires the development of a concept plan, prior to any part of the reserve being developed in any capacity.

This lack of concept plan is particularly poignant as we do understand that the proposed nursery will require an exclusive area not available to the public to prevent any contamination into the nursery. If this is correct, this would then impact on surrounding areas which are anticipated to be used by the 'public'.

TPRRA would also like to state that it does not appreciate being put in a position of the 'bad guys' by stating 'no approval'. TPRRA simply does not have the information to support the submission and, there is no current concept plan for the Tahawai Reserve which would appear to be the first step in any development of a reserve?

The concept plan is of primary importance to TPRRA as it looks forward to a reserve which is for all to enjoy and can be developed in consultation with the community and in a manner similar to those as other reserves.

As a late development, we are meeting with Shaan Kingi from the Tuapiro Marae next week to discuss and look into forming a new and more comprehensive list which represents everyone's interests.

Yours sincerely

Tanners Point Residents and Ratepayers Association



Chris Wood.

TAHAWAI RESERVEProposal for immediate & future use.

Create a shared space for Tanners Pt, and surrounding communities.

We would like to propose that as Tanners Pt has no recreational reserves it is important that the Tahawai reserve is utilised for public use. The site, adjoining the State Highway is suitable for many recreational and cultural activities..... some of our ideas briefly outlined below.

Future proofing: Green spaces now and into the future are very important for community well-being.

History:

Showcase the historic nature of the reserve with interpretation panels from pre-settlement to the arrival of the first waka, the Irish settlement, educational/school history. Railway and onwards.

Multi Modal Transport provision:

A carpark area for recreational and possible park and ride users, if in the future a bus hub might operate from here.

Native Plantings & shelter:

Remove pest plants replace with native bird feeder and other species interspersed with rare flaxes specifically to preserve these taonga & for local weavers use. Plantings would act as a carbon sink and noise barrier between the reserve and main highway.

Picnic tables and/or seating:

Needed immediately to create a rest area for locals, drivers, and cycleway users, with some specimen trees for shelter/shade

Food Security:

Create a community or allotment style garden for the growing of crops such as kumara, potatoes pumpkins, corn etc that are difficult to grow on small sections.

Orchard trees...peach, nectarine, plums, citrus, berries etc.

Fence, screen & shelter garden area with a wide strip of native trees and shrubs.

Recreation: Items to be added over time from fundraisers and grants etc.

Multi purpose court for tennis/netball/pickleball.

Adult gym equipment

Dirt BMX track for young learner riders

Cricket pitch or croquet lawn.

Provision for Community building and/or public toilet/s

If there was a building of some kind (approx 150 m sq) that could be used for various activities, clubs, educational, cultural & sporting, it would also double as an emergency shelter or assembly point.

Additional Boat Ramp parking:

The present utilities reserve is too small to accommodate all the tow vehicles & trailers that use the boat ramp over summer.....these vehicles park on the footpath and grass verges creating hazards for pedestrians and arguments between other reserve users.

Additional boat ramp parking:

using the Tahawai reserve car park area on busy weekends would prevent accidents, and create an earning opportunity for a local Uber driver to ferry boaters to and from the reserve...allowing a local to offset the steep rise in the cost of living.

Our Track Record:

Over the last nineteen and a half years we have enhanced Tanners Point esplanade reserves by clearing pest plants, replacing with native species, set up an on-going pest eradication programme supported by BOP Regional Council.

Created a kilometre of attractive walkway with boardwalks bridges seats and a bespoke picnic table, designed, funded and built by locals with some assistance from the BNZ Closed for Good staff to build the very first boardwalk to a plan supplied by Bryan Norton WBDC. The most recent boardwalk's materials funded by Bay Trust.Org. Replacement timber when some recycled materials failed supplied by WBDC.

To summarise:

It is important to have green space now and into the future when Tanners Point & surrounds become more intensely populated. ..land is getting more and more expensive, this land is already held by Council is a good size and has historic and recreational value.

At a meeting with our Ratepayers Committee, the then Mayor (Gary Weber) offered to buy a suitable site closer to the Tanners Pt village up to the value of two and a half to three million dollars. While a wonderful offer this would no doubt mean an uplift in rates to cover the cost.

Please give serious consideration to our proposal.

Sincerely,

The Tanners Pt Community.

Contact:

Heather Wills





Western Bay of Plenty District Council
1484 Cameron Road,
Greerton, Tauranga 3112
P 0800 926 732
E info@westernbay.govt.nz
westernbay.govt.nz

17 October 2023

Tanners Point Residents and Ratepayers Association Inc



Rd 1

Katikati 3177

Dear Association members,

Intent to Grant Licence to Occupy Reserve for Tree Nursery – Tahawai Reserve – Tanners Point Road

Thank you for your letter dated 21 July 2023 and apologies for the delay in reply.

As you are likely to be aware, I can advise the Tanners Point Residents And Ratepayers Association Inc (TPRRAI) has been granted an extension to 5pm 20 October 2023 for providing a submission. Given that we have granted this extension any general public submissions that arrive after the advertised submission closure date will also be accepted up until 20 October 2023.

Secondly, I have tabled your questions below with responses. Some attachments are provided.

Please note that although you refer to a lease the proposal is for a licence to occupy the land and so I will refer to licence to occupy (LTO).

I attach a copy of the advertisement published in the Weekend Sun, Friday 30 June 2023 (Attachment A).

Who the lease would be in favour of?	The proposal is to grant a LTO to Ngati Te Wai.
If this venture is commercial (for profit or not for profit)	Not for profit
If this is to be a kauri nursery or native nursery or general nursery	Native tree nursery that includes Kauri

The scale of the nursery	Small scale which will be limited by the lease area
Hours of operation	As this is not a commercial licence it is likely that the hours of operation would be between 7.00am to 5.00pm which is within the rural zone requirement
Days of operation	7 days a week if required
Proposed structures (permanent, temporary).	The final design has not been determined. There is likely to be some small sheds and shade structures
Specific proposed site	See Attachment B
Proposed site makeup/design (nursery/buildings/shelter belts)	See Proposed structures
Reasons for the identification of this site	It is Ngati Te Wai's preference
Specific access points	Access will be via the existing entrance into Tahawai Reserve
Projected traffic movements	
Health and safety plans including management plans (ecological, Contamination, mitigation)	The licence requires the licensee to comply with all statutory health and safety requirements
Plan/responsibilities to make good site at end of lease	The licence will have clauses to address this and will follow along the lines of the examples below. (Attachment C)
A copy of the Reserve and Facilities Manager report dated 6 June 2023 proposal licence to occupy Tahawai Reserve for kauri tree nursery	Attachment D
Advice of date onsite notification. If the activity requires notification should this not occur on the site and if so, advice when this will be posted on the site.	Onsite notification is not required under the Reserves Act 1977
Any current Reserve Plan/Management Plan for Tahawai Reserve	Attachment E
Detail to how does the proposal intend to meet Council's standards and rules	The proposal will need to comply with rural zone activities in Council's District Plan
Will the activity require a Resource Consent and what is the guarantee to the ratepayers that no Council funding for this activity will be used	No resource consent is required. The costs of establishing and maintaining the nursery are to be borne by the licensee.

Yours faithfully


A handwritten signature in dark ink, appearing to read 'P. Watson', is displayed within a light gray rectangular box.

Peter Watson

Reserves and Facilities Manager

Attachment A

**Intent to Grant Licence to Occupy
Reserve for Tree Nursery – Tahawai
Reserve – Tanners Point Road**



Pursuant to the provisions of the Reserves Act 1977 the Western Bay of Plenty District Council proposes to grant a licence to occupy for native tree nursery purposes for a period of up to 5 years with the provision to renew for another 5 Years over the following:

2119m² more or less comprised of Allotment 183 SO 56580.


Further information can be obtained from the Reserves and Facilities Legal Property Officer. Anyone wishing to make comments, submissions or objections may do so in writing. All correspondence to be received before **5pm Monday 31 July 2023**.

Address all correspondence to the Legal Property Officer, Reserves and Facilities, Western Bay of Plenty District Council, Private Bag 12803, Tauranga Mail Centre, Tauranga 3143.

Privacy Act 2020: The details of your submission will be publicly available as part of the decision-making process. The information will be held at Western Bay of Plenty District Council, Head Office, 1484 Cameron Road, Tauranga. Submitters have the right to access and correct their personal information.

John Holyoake
Chief Executive Officer

Mā te tōtou hāpori
For our community



Western
Bay of Plenty
District Council

Attachment B

Lease Area – Tahawai Reserve 2119m²



Attachment C

At the end or sooner determination of this Licence whether this relates to part or the whole of the plant nursery area the Licensee shall not be entitled to compensation for any improvements effected during the term provided that within seven (7) days of the termination of the Licence the Licensee may remove all such improvements effected by the Licensee or alternatively, by agreement sell these improvements to an incoming Licensee, PROVIDED HOWEVER that ownership of such improvements has not already passed to the Licensor pursuant to Clause X.2(j).

Should the improvements remain on the plant nursery area for more than seven (7) days after termination of the Licence then:

The Licensor may remove the improvements and recover any moneys spent by the Licensor in so doing together with interest on the moneys at 12% per annum computed from the time of the improvements being removed by the Licensor until payment by the Licensee; or

(b) If the Licensor chooses to leave the improvements, ownership in them may at the Licensor's election pass to the Licensor.

Within three months after the Final Expiry Date or sooner determination of the Licence, the Licensee shall re-grass the premises to the satisfaction of the Licensor.

If, within three months after the Final Expiry Date or sooner determination of the Licence, the premises have not been re-grassed for use by grazing animals to the satisfaction of the Licensor, the Licensor shall be entitled to recover from the Licensee any money's spent by the Licensor in achieving such.

Attachment D

Council Meeting Agenda

15 September 2022

11.2 PROPOSAL – LICENCE TO OCCUPY TAHAWAI RESERVE FOR A KAURI TREE NURSERY**File Number:** A4622424**Author:** Peter Watson, Reserves and Facilities Manager**Authoriser:** Gary Allis, Deputy Chief Executive & General Manager Infrastructure Group**EXECUTIVE SUMMARY**

This report seeks Council's agreement in principle for Ngati Te Wai (or its elected entity) to enter into a licence to occupy for part of Tahawai Reserve, being Allotment 186 SO 56580, in order to operate a Kauri Tree Nursery.

RECOMMENDATION

1. That the Reserves and Facilities Manager's report dated 15 September 2022 titled 'Proposal – Licence to Occupy Tahawai Reserve for a Kauri Tree Nursery' 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 the application by Ngati Te Wai to enter into a licence to occupy with Council for an area of approximately 2119m² on part of Tahawai Reserve, being Allotment 1860 SO 56580, to locate and operate a Kauri Nursery plant.
4. 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.
5. That Council does not approve the application by Ngati Te Wai to enter into a licence to occupy with Council for an area of approximately 2119m² on Tahawai Reserve, being Allotment 1860 SO 56580, to locate and operate a Kauri Nursery plant.

BACKGROUND

Staff are working with Ngati Te Wai hapu on the future use and development of Tahawai Reserve. One of the aspirations is for the hapu, in conjunction with SCION, a Crown research institute that specialises in research, science and technology

development for forestry, is to set up a Kauri Tree Nursery on the lower part of the reserve to grow on trees for planting in the Kaimai Ranges and local reserves.

Council is required to enter into a licence to occupy to enable this to occur. A copy of the draft licence that has been prepared recently was provided to the hapu for review and feedback.

The reserve is classified as Local Purpose Reserve (Community Centre). The land does not currently hold a community centre and has been vacant for many years. Previously a grazing licence, as allowed pursuant to the Reserves Act 1977, was granted to the neighbouring property in order to keep the land maintained.

The intended occupied section of Tahawai Reserve under the licence is the lower portion of the reserve being Allotment 1860 SO 56580 (Attachment 1).

The intended period for the licence is 5 years with the ability to renew for a further 5 years.

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 order to guide decision on approaches of engagement and degree of options analysis. In making this formal assessment it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because the license is for a limited period and the activity of a nursery has a low impact on the reserve.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication	
Name of interested parties/groups	The Katikati Community Board will be contacted for comment.	Planned
Tangata Whenua	The license is with Ngati Te Wai who will be managing the nursery.	
General Public	One month period of public consultation will be undertaken.	

ISSUES AND OPTIONS ASSESSMENT

<p>Option A</p> <p>That Council approves in principle the application by Ngati Te Wai to enter into a licence to occupy with Council for an area of approximately 2119m² on part of Tahawai Reserve, being Allotment 1860 SO 56580, to locate and operate a Kauri Nursery plant.</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>Ngati Te Wai will have its own facility and is not subject to potential commercial lease arrangement and high rental costs.</p> <p>The Kauri Tree Nursery will provide trees that will be planted in the Kaimai Ranges and local reserves that in turn will have a positive environmental influence for those areas.</p>
<p>Costs (including present and future costs, direct, indirect and contingent costs).</p>	<p>All costs relating to the proposed will be met by Ngati Te Wai.</p>
<p>Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).</p>	
<p>Option B</p> <p>That Council does not approve the application by Ngati Te Wai to enter into a licence to occupy with Council for an area of approximately 2119m² on Tahawai Reserve, being Allotment 1860 SO 56580, to locate and operate a Kauri Nursery plant.</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>Advantages:</p> <ul style="list-style-type: none"> • The existing green space will not be affected by the building of the facility. <p>Disadvantages:</p> <ul style="list-style-type: none"> • Ngati Te Wai would need to continue to seek premises elsewhere.
<p>Costs (including present and future costs, direct, indirect and contingent costs).</p>	

Other implications and any assumptions that relate to this option (Optional – if you want to include any information not covered above).	An alternative site, if found, may be more costly as potentially subject to a commercial lease arrangement and therefore higher rental costs.
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STATUTORY COMPLIANCE

Council is the administering body of the reserve as per section of the reserves Act 1977.

Where, in the opinion of the administering body, it is necessary or desirable for the management of the reserve a licence to occupy a local purpose reserve, or any part of any such reserve, may be granted for the following purposes:

- (a) grazing, gardening, or other similar purposes:

It is the opinion of staff that a licence to occupy may be granted under section 74(2)(a) “similar purposes” to that of gardening.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	A small amount of rental would be received under Council's Rental Policy, however, in this case, the rental will not be charged.

ATTACHMENTS

1. Licence Area for Kauri Nursery – Tahawai Reserve



Western Bay of Plenty District Council
 1484 Cameron Road,
 Greerton, Tauranga 3112
 P 0800 926 732
 E info@westernbay.govt.nz
 westernbay.govt.nz



6.60 Tahawai Reserve

Location	Tanners Point Road	Current Inventory	
Classification:	L P Community Centre and Fee Simple	Old hardcourts Fencing	
LTP Category	Neighbourhood Amenity Reserve		
Area	1.5244 Ha		
ID	5		
District Plan Zone	Rural		
Current State	Grazing licence		
Previous RMP	Katikati Ward RMP August 2008		
Concept Plan	No		
Overview	Maintain		

Background:

- ☐ Located adjacent to State Highway 2 (SH2) and Tanners Point Road.
- ☐ Land derived from the Crown.
- ☐ Former site of the No 1 School now located at the Tauranga Historic Village.
- ☐ Previously subject to grazing lease.

Reserve Issues:

- ☐ Relative isolation from community.
- ☐ Future potential for esplanade to connect this area to Tanners Point Reserves.
- ☐ Classifications require review and potential reclassification.
- ☐ Potential for roadside picnic rest area and community use.
- ☐ Site previously subject to occupation.

Fig. 1 – Tahawai reserve – Aerial view of alternate access routes

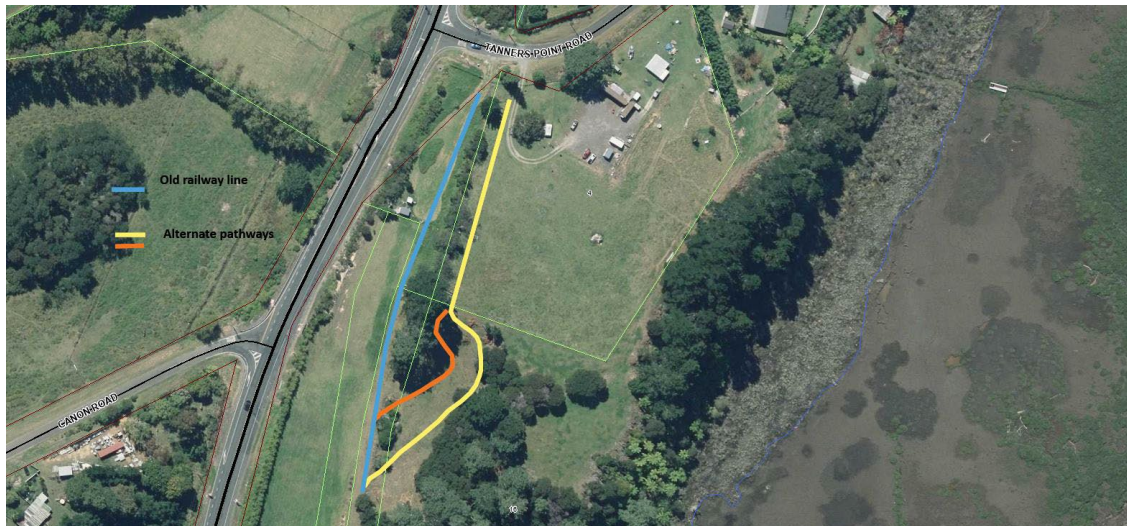


Fig. 2 - Alternate routes down from top area of Tahawai Reserve



Fig. 3 – Old railway alignment through proposed nursery



Fig. 4 - Existing bench line – option 1



Fig. 5 – Alternate route option 2



11.4 LOCAL GOVERNMENT FUNDING AGENCY DRAFT STATEMENT OF INTENT 2024 – 2027

File Number: A6056648

Author: Sarah Bedford, Finance Manager

Authoriser: Adele Henderson, General Manager Corporate Services

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Elected Members with the DRAFT Local Government Funding Agency's Statement of Intent for 2024 – 2027 for comment. The Statement of Intent sets out the nature and scope of the activities, objectives and performance targets for the New Zealand Local Government Funding Agency Limited (LGFA) for the three-year period from 1 July 2024 to 30 June 2027.

RECOMMENDATION

1. That the Financial Analyst's report dated 4 April 2024 titled 'Local Government Funding Agency Draft Statement of Intent 2024 – 2027' 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 Local Government Funding Agency Limited's Draft Statement of Intent 2024-2027 (Attachment 1) and accompanying cover letter (Attachment 2) be received. Feedback, comments and recommended changes are to be provided to LGFA no later than 30 April, so that this can be considered for inclusion in their final Statement of Intent due to Council by 30 June 2024.
4. That the Board of the Local Government Funding Agency be advised of the following comments on their Draft Statement of Intent within two months from 1 March 2024.

BACKGROUND

2. The LGFA is designated a council-controlled organisation under the Local Government Act 2002. The company was incorporated on 1 December 2011. As a council-controlled organisation, the LGFA is a separate legal entity from Council and is responsible for delivery of services in accordance with an agreed Statement of Intent.

3. Under Schedule 8 Part 1 of the Local Government Act 2002 the board of a council-controlled trading organisation must deliver to its shareholders a draft statement of intent on or before 1 March each year.
4. The LGFA Board must consider any comments on the draft statement of intent that are made to it within two months of 1 March by the shareholders and deliver the completed statement of intent to the shareholders on or before 30 June each year.
5. The LGFA Shareholders' Council has reviewed the company's 2024-2027 draft Statement of Intent and set out its expectations of the company for the year ahead along with its support for the content of the document.
6. Council is therefore requested to receive and if applicable, comment on the draft Statement of Intent 2024-2027. Please see (**Attachment 1**) with accompanying letter to shareholders (**Attachment 2**).

SIGNIFICANCE AND ENGAGEMENT

7. 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 order to guide decision on approaches of engagement and degree of options analysis. In making this formal assessment it is acknowledged that all reports have a high degree of importance to those affected by Council decisions.
8. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.
9. In terms of the Significance and Engagement Policy this decision is considered to be of low significance because it is a statutory requirement for council-controlled organisations to deliver a draft Statement of Intent for shareholders' review and comment.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication		
The Board of the Local Government Funding Agency Ltd	Any comments on the LGFA's draft Statement of Intent 2024-2027 must be received by the Board for its consideration within two months from 1 March 2024.	Planned	
Shareholders of the Local Government Funding Agency Ltd	Shareholders are invited to provide comment and feedback on the draft Statement of Intent 2024-2027 within two months from 1 March 2024.		

ISSUES AND OPTIONS ASSESSMENT

That the Board of the Local Government Funding Agency be advised of the following comments on the Local Government Funding Agency Ltd Draft Statement of Intent 2024–2027 within two months from 1 March 2024	
Reasons why no options are available Section 79 (2) (c) and (3) Local Government Act 2002	Legislative or other reference
The Board of a council-controlled organisation must deliver to its Shareholders a draft Statement of Intent on or before 1 March each year.	Part 1 Schedule 8 of the Local Government Act 2002.

STATUTORY COMPLIANCE

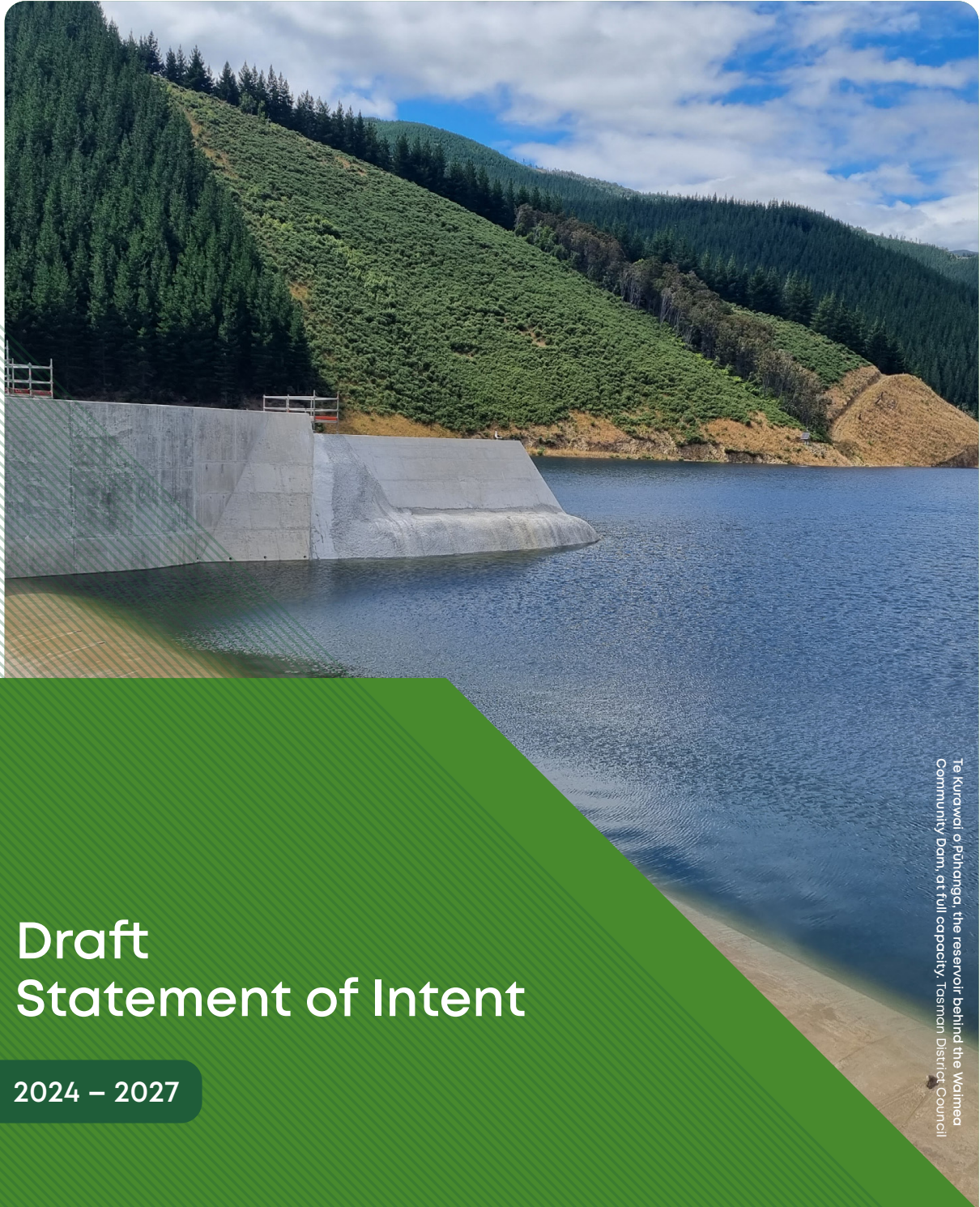
10. The LGFA DRAFT Statement of Intent 2024–2027 and the recommendations are in accordance with Schedule 8 Part 1 of the Local Government Act 2002.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	The recommendations in this report have no budgetary or funding implications.

ATTACHMENTS

- 1. LGFA–Statement of Intent 2024–2027–DRAFT** 
- 2. Letter to Shareholders to accompany Draft SOI 2024–27** 



1. Introduction

This Statement of Intent (SOI) sets out the nature and scope of the activities, objectives and performance targets for the New Zealand Local Government Funding Agency Limited (LGFA) for the three-year period 1 July 2024 to 30 June 2027. LGFA is enabled under the Local Government Borrowing Act 2011 and is a council-controlled organisation (CCO) for the purposes of the Local Government Act 2002. The SOI is prepared in accordance with section 64(1) of the Local Government Act 2002.

Note: This SOI, including financial forecasts, assumes that LGFA continues to lend to the water sector, either through councils as it does at present, or through any new structures under the Local Water Done Well reforms. We are awaiting further information relating to the establishment of the Water CCOs; how Water CCOs are intending to structure their borrowing; how the transition of revenue and debt will occur between our council members and Water CCOs, and the impact on future council borrowing intentions.

2. Nature and scope of activities

LGFA raises debt funding for the purpose of providing debt financing to New Zealand local authorities and CCOs (participating borrowers).
LGFA may raise debt funding domestically or offshore in either NZ dollars or foreign currency.
LGFA only lends to participating borrowers that have entered into required legal and operational arrangements and comply with the LGFA's lending policies.
In addition, LGFA may undertake any other activities considered by the LGFA Board to be reasonably related, incidental to, or in connection with that business.

3. Our purpose Ta tatou kaupapa

Benefiting local communities through delivering efficient financing for local government.
Ka whiwhi painga ngā hapori mā te whakarato pūtea tōtika ki ngā kaunihera.

4. Our values Ō mātau uara

<p>We act with integrity</p> <p>E pono ana mātau</p>	<p>We are customer focused</p> <p>E arotahi ana mātau ki te kiritaki</p>	<p>We strive for excellence</p> <p>E whakapau kaha mātau kia hiranga te mahi</p>	<p>We provide leadership</p> <p>He kaiārahi mātau</p>	<p>We are innovative</p> <p>He auaha mātau</p>
<p>We are honest, transparent and are committed to doing what is best for our customers and our company.</p>	<p>Our customers are our council borrowers, investors, and all other organisations that we deal with. We listen to them and act in their best interests to deliver results that make a positive difference.</p>	<p>We strive to excel by delivering financial products and services that are highly valued at least cost while seeking continuous improvement in everything we do.</p>	<p>We are here for our stakeholders in being strategically minded, providing resilience and executing our strategy. We embrace a high-performance culture and can be relied upon to deliver results.</p>	<p>To meet our ever-changing customer requirements, we will encourage innovation and provide a diverse range of financial products and services.</p>

5. Foundation objectives

The Shareholders' Agreement is a foundation document and states that, in accordance with the Local Government Act, in carrying on its business the objectives of the Company will be to:

- (a) achieve the objectives of the Shareholders (both commercial and non-commercial) as specified in the Statement of Intent. The Shareholders agree that the Company shall carry on its business with a view to making a profit sufficient to pay a dividend in accordance with the Dividend Policy, but that the primary objective of the Shareholders with respect to the Company is that it optimises the terms and conditions of the debt funding it provides to Participating Local Authorities;
- (b) be a good employer;
- (c) exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates and by endeavouring to accommodate or encourage these when able to do so; and
- (d) conduct its affairs in accordance with sound business practice.

This Statement of Intent sets out the company's strategic priorities, together with associated objectives and performance targets, which align with the foundation objectives and have been agreed with shareholders.

6. Strategic priorities

The following five strategic priorities encompass the foundation objectives and guide the LGFA Board and management in determining our strategy, objectives and associated performance targets.

Governance, capability and business practice

LGFA is committed demonstrating best practice corporate governance underpinned by sound business practice to ensure its long-term sustainability and success.

Optimising financing services for local government

LGFA's primary objective is to optimise the terms and conditions of the debt funding it provides to participating borrowers. Amongst other things, LGFA will achieve this by delivering operational best practice and efficiency across our lending products and services.

Environmental and social responsibility

LGFA recognises the risks inherent in climate change for councils and supports New Zealand's shift to a low-carbon economy. LGFA will exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates and by endeavouring to accommodate or encourage these when able to do so.

Effective management of loans

LGFA will ensure its loan book remains at a high standard by ensuring it understands each participating borrower's financial position and managing assets within an appropriate risk management framework to ensure shareholder value is not compromised.

Industry leadership and engagement

LGFA will take a proactive role to enhance the financial strength and depth of the local government debt market and will work with key central government and local government stakeholders on sector issues.

7. Objectives and performance targets

This section sets out LGFA's objectives and performance targets for SOI 2024-2027.

The financial performance targets are focused on the 2024-2025 year and, as applicable, are based on the financial forecasts outlined in section 8.

Governance, capability and business practice

Objectives	How we measure our performance
Demonstrate best practice corporate governance.	The Annual Report outlines our compliance with the eight core principles underpinning the NZX Corporate Governance Best Practice Code. The Shareholders' Council has requested a focus on succession planning for the Board.
Set and model high standards of ethical behaviour.	LGFA has adopted a Code of Ethics, incorporating its Conflicts of Interest and Code of Conduct policies, which sets out the standards and values that directors and employees are expected to follow.
Achieve the shareholder-agreed objectives and performance targets specified in this Statement of Intent.	LGFA reports performance against objectives quarterly to shareholders and in our Annual and Half Year Reports.
Ensure products and services offered to participating borrowers are delivered in a cost-effective manner.	LGFA prepares annual operating budgets and monitors progress against these monthly. Financial performance is reported quarterly to shareholders and in our Annual and Half Year Reports.
Be a good employer by providing safe working conditions, training and development and equal opportunities for staff	The Annual Report reports on our health and safety and wellbeing practices and policies, compliance with the Health and Safety at Work Act, diversity and inclusion and capability and development.

Performance targets	2024-2025 target
Comply with the Shareholder Foundation Policies and the Board-approved Treasury Policy at all times.	No breaches.
Maintain LGFA's credit rating equal to the New Zealand Government sovereign rating where both entities are rated by the same Rating Agency.	LGFA credit ratings equivalent to NZ Sovereign.
Succession plans be put in place for the Board and staff and be reviewed annually.	Plan established and shared.
LGFA's total operating income for the year to 30 June 2025.	>\$29.8 million.
LGFA's total operating expenses for the year to 30 June 2025.	<\$15.6 million.

Optimising financing services for local government

Objectives	How we measure our performance
Provide interest cost savings relative to alternative sources of financing.	Measure LGFA issuance spreads against other high-grade issuers in the New Zealand domestic capital markets.
Offer flexible short and long-term lending products that meet the borrowing requirements for borrowers.	Measure LGFA's share of overall council borrowing. Survey participating borrowers on an annual basis.
Deliver operational best practice and efficiency for lending services.	Monitor settlements errors for new trades and cashflows. Survey participating borrowers on an annual basis.
Ensure certainty of access to debt markets, subject always to operating in accordance with sound business practice.	Maintain a vibrant primary and secondary market in LGFA bonds. Monitor participation by investors at our tenders through bid-coverage ratios and successful issuance yield ranges.

Performance targets	2024-2025 target
Share of aggregate long-term debt funding to the Local Government sector.	> 80%
Total lending to Participating Borrowers.	> \$22,000 million.
Conduct an annual survey of Participating Borrowers who borrow from LGFA as to the value added by LGFA to the borrowing activities.	> 85% satisfaction score.
Successfully refinance existing loans to councils and LGFA bond maturities as they fall due.	100%
Meet all lending requests from Participating Borrowers, where those requests meet LGFA operational and covenant requirements.	100%

Environmental and social responsibility

Objectives	How we measure our performance
Develop our sustainability strategy to include the estimated financial impacts of climate change.	LGFA sustainability strategy incorporates an assessment of the estimated financial impacts of climate change.
Improve sustainability outcomes within LGFA.	LGFA is committed to reducing our carbon emissions and maintaining formalised processes to measure our greenhouse gas (GHG) emissions.

Performance targets	2024-2025 target
Comply with the Health and Safety at Work Act 2015	No breaches.
Maintain Toitū Carbon Zero certification	Carbon-zero certification maintained.
Meet reduction targets outlined in our carbon reduction management plan.	Reduction targets met.
Increase our GSS lending book and Climate Action Loans	Two new GSS loans undertaken. Three new borrowers enter into CALs.
Ensure Annual Report is prepared in compliance with applicable GRI Standards	100%
Meet all mandatory climate reporting standards	100%

Effective management of loans

Objectives	How we measure our performance
Proactively monitor and review each Participating Borrower's financial position, including its financial headroom under LGFA policies.	LGFA reviews all participating councils and CCOs financial statements on an annual basis and the agendas and management reports on an ongoing basis for all councils on the LGFA borrower watch-list.
Analyse finances at the Council group level where appropriate and report to shareholders.	Participating borrowers are required to complete annual compliance certificates by the end of November each year.
Endeavour to meet each participating borrower annually, including meeting with elected officials as required, or if requested.	Number of participating borrowers visited in a year.
Work with central government and local government to facilitate a sector-wide successful transition of debt under the Local Water Done Well Programme.	LGFA is an active participant in the Local Water Done Well Programme.

Performance targets	2024-2025 target
Review each Participating Borrower's financial position.	100%
Arrange to meet each Participating Borrower over a 15-month period, including meeting with elected officials as required, or if requested.	100%

Industry leadership and engagement

Objectives	How we measure our performance
Take a proactive role to enhance the financial strength and depth of the local government debt market and work with key central government and local government stakeholders on sector and individual council issues.	Report on actions undertaken and progress made on sector issues.
Assist the local government sector with significant matters such as the Local Water Done Well Reforms and Future for Local Government	Identifying any legislative or Central Government policy changes that may impact LGFA and undertake formal or informal submissions.
Maintain productive relationships with central government representatives.	Assist the local government sector to understand any legislative or Central Government policy changes that may impact LGFA.
Support councils and CCOs in the development of reporting disclosures of the impacts of sector activity on climate change.	Report on the alignment of LGFA and councils climate and emissions reporting requirements
	Report back in how we are helping smaller councils' understand future reporting requirements.

8. Financial forecasts

LGFA's financial forecasts for the three years to 30 June 2027:

Comprehensive income \$m	Jun 25	Jun 26	Jun 27
Net Interest income	28.3	28.3	27.0
Other operating income	1.5	1.5	1.5
Total operating income	29.8	29.8	28.5
Approved Issuer Levy	4.2	5.8	7.2
Issuance & onlending costs	4.1	4.2	4.3
Operating overhead	6.3	6.6	6.9
Issuance and operating expenses	14.6	16.6	18.4
P&L	15.1	13.1	10.1
Financial position (nominals) \$m	Jun 25	Jun 26	Jun 27
Liquid assets portfolio	2,379	2,788	2,769
Loans to local government	22,086	24,456	26,053
Total Assets	24,465	27,244	28,823
Bonds on issue (ex Treasury stock)	22,332	25,017	26,486
Bills on issue	1,350	1,350	1,350
Borrower notes	508	573	623
Total Liabilities	24,190	26,940	28,459
Capital	25	25	25
Total Liabilities	19,308	20,509	21,577

Capital	25	25	25
Retained earnings	106	118	126
Dividend	(2)	(2)	(2)
Shareholder equity	130	141	149
Ratios	Jun 25	Jun 26	Jun 27
Liquid assets/funding liabilities	10.4%	10.9%	10.2%
Liquid assets / total assets	9.7%	10.2%	9.6%
Net interest margin	0.13%	0.12%	0.10%
Cost to income ratio	49.2%	55.9%	64.5%
Return on average assets	0.06%	0.05%	0.04%
Shareholder equity/total assets	0.5%	0.5%	0.5%
Shareholder equity + BN/total assets	2.6%	2.6%	2.7%
Asset growth	12.8%	11.4%	5.8%
Loan growth	11.3%	10.7%	6.5%
Return on equity	13.0%	10.1%	7.2%
Capital ratio	13.0%	13.1%	13.4%

The above forecasts assume a gross bond issuance programme of \$5.25 billion (FY25), \$5.04 billion (FY26) and \$4.72 billion (FY27) based upon term lending to councils of \$4.60 billion (FY25), \$4.86 billion (FY26) and \$5.08 billion (FY27).

Note there is a high level of uncertainty regarding the financial forecasts for both council borrowing and LGFA bond issuance due to the uncertainty relating to the impact on councils from the Local Water Done Well Reforms.

9. Dividend policy

LGFA primary objective is to maximise benefits to participating borrowers rather than shareholders. Consequently, it is intended to pay a limited dividend to shareholders.

The Board's policy is to pay a dividend that provides an annual rate of return to shareholders equal to LGFA fixed rate bond cost of funds plus 2% over the medium term.

At all times payment of any dividend will be discretionary and subject to the Board's legal obligations and views on appropriate capital structure.

10. Governance

Board

The Board is responsible for the strategic direction and control of LGFA's activities. The Board guides and monitors the business and affairs of LGFA, in accordance with the Companies Act 1993, the Local Government Act 2002, the Local Government Borrowing Act 2011, the Company's Constitution, the Shareholders' Agreement for LGFA and this SOI.

The Board comprises six directors with five being independent directors and one being a non-independent director.

The Board's approach to governance is to adopt best practice with respect to:

- The operation of the Board.
- The performance of the Board.
- Managing the relationship with the Company's Chief Executive.
- Being accountable to all Shareholders.

All directors are required to comply with a formal Charter.

The Board will meet on a regular basis and no fewer than six times each year.

Shareholders' Council

The Shareholders' Council is made up of between five and ten appointees of the Shareholders (including an appointee from the Crown). The role of the Shareholders' Council is to:

- Review the performance of LGFA and the Board, and report to Shareholders on that performance on a periodic basis.
- Make recommendations to Shareholders as to the appointment, removal, replacement and remuneration of directors.
- Make recommendations to Shareholders as to any changes to policies, or the SOI, requiring their approval.
- Ensure all Shareholders are fully informed on LGFA matters and to coordinate Shareholders on governance decisions.

11. Information to be provided to Shareholders

The Board aims to ensure that Shareholders are informed of all major developments affecting LGFA's state of affairs, while at the same time recognising both LGFA's obligations under NZX Listing Rules and that commercial sensitivity may preclude certain information from being made public.

Annual Report

The LGFA's balance date is 30 June.

By 30 September each year, the Company will produce an Annual Report complying with Sections 67, 68 and 69 of the Local Government Act 2002, the Companies Act 1993 and Financial Reporting Act 2013. The Annual Report will contain the information necessary to enable an informed assessment of the operations of the company.

Half Yearly Report

By 28 February each year, the Company will produce a Half Yearly Report complying with Section 66 of the Local Government Act 2002.

Quarterly Report

By 31 January, 30 April, 31 July, and 31 October each year, the Company will produce a Quarterly Report. The Quarterly Report will include the following information:

- Commentary on operations for the relevant quarter, including a summary of borrowing margins charged to Participating Borrower's (in credit rating bands).
- Comparison of LGFA's performance regarding the objectives and performance targets set out in the SOI, with an explanation of any material variances.
- Analysis of the weighted average maturity of LGFA bonds outstanding.
- In the December Quarterly Report only, commentary on the Net Debt/Total Revenue percentage for each Participating Local Authority that has borrowed from LGFA (as at the end of the preceding financial year).
- To the extent known by LGFA, details of all events of review in respect of any Participating Borrower that occurred during the relevant quarter (including steps taken, or proposed to be taken, by LGFA in relation thereto).
- Details of any lending to CCOs during the quarter and the amount of CCO loans outstanding.
- Commentary on sustainability initiatives.

Statement of Intent

By 1 March in each year the Company will deliver to the Shareholders its draft SOI for the following year.

Having considered any comments from the Shareholders received by 30 April, the Board will deliver the completed SOI to the Shareholders on or before 30 June each year.

Shareholder Meetings

The Board will hold an Annual General Meeting between 30 September and 30 November each year to present the Annual Report to all Shareholders.

The Company will hold a meeting with the Shareholders' Council approximately every six months – prior to the Annual General Meeting and after the Half Yearly Report has been submitted. Other meetings may be held by agreement between the Board and the Shareholders' Council.

12. Acquisition / divestment policy

LGFA will invest in securities in the ordinary course of business. It is expected that these securities will be debt securities. These investments will be governed by LGFA's approved lending and investment policies.

Any subscription, purchase or acquisition by LGFA of shares in a company or organisation will, if not within those investment policies, require Shareholder approval other than as concerns the formation of wholly-owned subsidiaries and the subscription of shares in such wholly-owned subsidiaries.

13. Activities for which compensation is sought from Shareholders

At the request of Shareholders, LGFA may (at its discretion) undertake activities that are not consistent with its normal commercial objectives. Specific financial arrangements will be entered into to meet the full cost of providing such activities.

Currently there are no activities for which compensation will be sought from Shareholders.

14. Commercial value of Shareholder's investment

LGFA will seek to maximise benefits to Participating Local Authorities as Borrowers rather than Shareholders.

Subject to the Board's views on the appropriate capital structure for LGFA, the Board's intention will be to pay a dividend that provides an annual rate of return to Principal Shareholders equal to LGFA fixed rate bond cost of funds plus 2.00% over the medium term.

As the Shareholders will have invested in the LGFA on the basis of this limited dividend, the Board considered that at establishment the commercial value of LGFA was equal to the face value of the Shareholders' paid up Principal Shares - \$25 million.

In the absence of any subsequent share transfers to the observed share transfers on 30 November 2012, the Board considers the current commercial value of LGFA is at least equal to the face value of the Shareholders' paid up Principal Shares of \$25 million. This equates to a value per share of \$1.00.

15. Accounting policies

LGFA has adopted accounting policies that are in accordance with the New Zealand International Financial Reporting Standards and generally accepted accounting practice. A Statement of accounting policies is attached to this SOL.

Statement of Accounting Policies

1. Reporting entity

The New Zealand Local Government Funding Agency Limited (LGFA) is a company registered under the Companies Act 1993 and is subject to the requirements of the Local Government Act 2002.

LGFA is controlled by participating local authorities and is a council-controlled organisation as defined under section 6 of the Local Government Act 2002. LGFA is a limited liability company incorporated and domiciled in New Zealand.

The primary objective of LGFA is to optimise the debt funding terms and conditions for participating borrowers.

The registered address of LGFA is Level 8, City Chambers, 142 Featherston Street, Wellington Central, Wellington 6011.

2. Statement of compliance

LGFA is an FMC reporting entity under the Financial Markets Conduct Act 2013 (FMCA). These financial statements have been prepared in accordance with that Act and the Financial Reporting Act 2013. LGFA's bonds are quoted on the NZX Debt Market.

LGFA is a profit orientated entity as defined under the New Zealand Equivalents to International Financial Reporting Standards (NZ IFRS).

The financial statements have been prepared in accordance with New Zealand Generally Accepted Accounting Practice (NZ GAAP) and they comply with NZ IFRS and other applicable Financial Reporting Standard, as appropriate for Tier 1 for-profit entities. The financial statements also comply with International Financial Reporting Standards (IFRS).

3. Basis of preparation

Measurement base

The financial statements have been prepared on a historical cost basis modified by the revaluation of certain assets and liabilities.

The financial statements are prepared on an accrual basis.

Functional and presentation currency

The financial statements are presented in New Zealand dollars rounded to the nearest thousand, unless separately identified. The functional currency of LGFA is New Zealand dollars.

Foreign currency conversions

Transactions denominated in foreign currency are translated into New Zealand dollars using exchange rates applied on the trade date of the transaction.

Changes in accounting policies

There have been no changes to accounting policies.

Early adoption standards and interpretations

LGFA has not early adopted any standards.

Standards not yet adopted

LGFA does not consider any standards or interpretations in issue but not yet effective to have a significant impact on its financial statements.

Financial instruments

Financial assets

Financial assets, other than derivatives, are recognised initially at fair value plus transaction costs and subsequently measured at amortised cost using the effective interest rate method.

Cash and cash equivalents include cash on hand, bank accounts and deposits with an original maturity of no more than three months.

Cash provided by LGFA as security for financial arrangements remains a financial asset of LGFA and is recognised as cash pledged as collateral in the Statement of Financial Position, separate from cash and cash equivalents.

Purchases and sales of all financial assets are accounted for at trade date.

At each balance date, an expected credit loss assessment is performed for all financial assets and is calculated as either:

- Credit losses that may arise from default events that are possible within the next 12 months, where no significant increase in credit risk has arisen since acquisition of the asset, or
- Credit losses that may arise from default events that are possible over the expected life of the financial asset, where a significant increase in credit risk has arisen since acquisition of the asset.

Impairment losses on financial assets will ordinarily be recognised on initial recognition as a 12-month expected loss allowance and move to a lifetime expected loss allowance if there is a significant deterioration in credit risk since acquisition.

Financial liabilities

Financial liabilities, other than derivatives, are recognised initially at fair value less transaction costs and subsequently measured at amortised cost using the effective interest rate method.

Derivatives

Derivative financial instruments are recognised both initially and subsequently at fair value. They are reported as either assets or liabilities depending on whether the derivative is in a net gain or net loss position respectively.

Fair value hedge

Where a derivative qualifies as a hedge of the exposure to changes in fair value of an asset or liability (fair value hedge) any gain or loss on the derivative is recognised in profit and loss together with any changes in the fair value of the hedged asset or liability.

The carrying amount of the hedged item is adjusted by the fair value gain or loss on the hedged item in respect of the risk being hedged. Effective parts of the hedge are recognised in the same area of profit and loss as the hedged item.

Other assets

Property, plant and equipment

Items of property, plant and equipment are initially recorded at cost.

Depreciation is charged on a straight-line basis at rates calculated to allocate the cost or valuation of an item of property, plant and equipment, less any estimated residual value, over its remaining useful life.

Intangible assets

Intangible assets comprise software and project costs incurred for the implementation of the treasury management system. Capitalised computer software costs are amortised on a straight-line basis over the estimated useful life of the software (three to seven years). Costs associated with maintaining computer software are recognised as expenses.

Other liabilities

Employee entitlements

Employee entitlements to salaries and wages, annual leave and other similar benefits are recognised in the profit and loss when they accrue to employees.

Revenue

Interest income

Interest income is accrued using the effective interest rate method.

The effective interest rate exactly discounts estimated future cash receipts through the expected life of the financial asset to that asset's net carrying amount. The method applies this rate to the principal outstanding to determine interest income each period.

Expenses

Expenses are recognised in the period to which they relate.

Interest expense

Interest expense is accrued using the effective interest rate method.

The effective interest rate exactly discounts estimated future cash payments through the expected life of the financial liability to that liability's net carrying amount. The method applies this rate to the principal outstanding to determine interest expense each period.

Income tax

LGFA is exempt from income tax under Section 14 of the Local Government Borrowing Act 2011.

Goods and services tax

All items in the financial statements are presented exclusive of goods and service tax (GST), except for receivables and payables, which are presented on a GST-inclusive basis. Where GST is not recoverable as input tax, then it is recognised as part of the related asset or expense.

The net amount of GST recoverable from, or payable to, the IRD is included as part of receivables or payables in the statement of financial position.

The net GST paid to, or received from the IRD, including the GST relating to investing and financing activities, is classified as a net operating cash flow in the statement of cash flows.

Commitments and contingencies are disclosed exclusive of GST.

Segment reporting

LGFA operates in one segment being funding of participating borrowers in New Zealand.

Judgements and estimations

The preparation of these financial statements requires judgements, estimates and assumptions that affect the application of policies and reported amounts. For example, the fair value of financial instruments depends critically on judgements regarding future cash flows, including inflation assumptions and the risk-free discount rate.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances. Actual results may differ from these estimates and these estimates and underlying assumptions are reviewed on an ongoing basis. Where these judgements significantly affect the amounts recognised in the financial statements they are described in the following notes.



28 February 2024

Dear Shareholder

Draft Statement of Intent 2024-2027

Please find attached a copy of our draft Statement of Intent (SOI) for 2024-2027.

LGFA continues to focus on delivering strong results for both our council borrowers and shareholders.

For our borrowing councils we seek to optimize funding terms and conditions by

- Achieving savings in borrowing costs
- Providing longer dated funding and
- Providing certainty of access to markets

For our shareholders we are focused on

- Delivering a strong financial performance
- Monitoring asset quality
- Enhancing our approach to treasury and risk management, and
- Ensuring we have the correct governance framework and capital structure in place.

For our guarantors we are focused on

- Minimising the risk of a call upon the guarantee through actively monitoring and managing the business risks faced by LGFA including operational, credit, liquidity, interest rate and funding risk.

The following points regarding the draft SOI 2024-27 are worth noting:

- This draft SOI, including financial forecasts, assumes that there are no implications for LGFA from the Local Waters Done Well Programme. We are awaiting further information as the enabling legislation is introduced in June and December 2024 but will assume in the meantime a business-as-usual approach to council and CCO borrowing. The final SOI in June 2024 will be updated from this draft to incorporate any future announcements and will include a statement if there have been any material changes to our forecast assumptions.
- Profitability is forecast to remain strong with projections for Net Operating Gain of \$15.1 million, \$13.1 million, and \$10.1 million for the next three years. However, we remain cautious in placing too much emphasis on the year two (2025-26) and three (2026-27) forecasts given we have \$7.1 billion of LGFA bonds and \$7.5 billion of council and CCO loans maturing over the three-year SOI forecast period. This is because assumptions regarding the amount and timing of refinancing and interest rates have a material impact on financial projections.

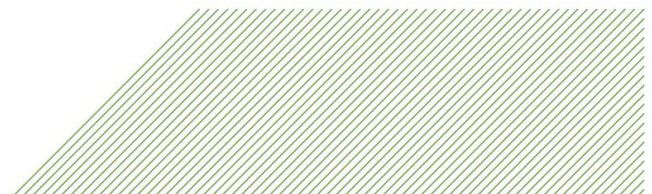
New Zealand Local Government Funding Agency Limited

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Wellington Level 8, City Chambers, 142 Featherston Street

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lgfa.co.nz



- We have increased our forecast for council loans (short and long term) outstanding as at June 2025 to \$22.08 billion and to \$24.45 billion as at June 2026 (from \$20.03 billion and \$21.50 billion in the previous SOI). This increase reflects a higher starting position as at 30 June 2024 and councils undertaking further capex and continued high utilisation of short-term borrowing from LGFA.
- We are assuming gross bond issuance of \$5.25 billion (2024-25), \$5.04 billion (2025-26) and \$4.72 billion (2026-27) based on council gross lending of \$4.60 billion (2024-25), \$4.86 billion (2025-26) and \$5.08 billion (2026-27).
- Net interest income is expected to gradually reduce over the forecast period as the balance sheet grows from increased council lending but is offset by a larger holding of liquid assets and slightly lower forecast interest rates.
- We have assumed a modest narrowing in lending margins as more councils and CCOs take up our Climate Action Loan (CAL) product and we undertake more Green, Social and Sustainability (GSS) lending to councils and CCOs. Given the recent announcement from S&P Global Ratings regarding the lowering of the trend within the local government sector institutional framework, we have assumed no further improvement in the credit quality of the sector.
- Compared to the previous SOI, issuance and operating expenses, excluding Approved Issuer Levy are forecast to be approximately \$700k higher in the 2024-25 and \$600k in 2025-26 financial years. This is due to forecast higher IT, HR and legal costs associated with increased foreign currency issuance, water reforms and increased staffing.
- The proposed SOI performance targets are similar to the previous SOI. The focus remains on sustainability, assisting councils with greenhouse gas (GHG) emission reporting, monitoring the credit quality of the sector, and assisting with the implementation of Local Water Done Well Programme.
- As noted above, there is some timing uncertainty within the SOI forecast relating to council loans and LGFA bonds outstanding as we need to project both the repayment amount and repayment timing of the council loans that are due to mature in April 2025, April 2026 and April 2027. Decisions made by our council members regarding early refinancing will have a phasing impact across all three years in the SOI forecast.

If you have any questions or wish to provide comments by 1 May 2024 then please feel free to contact myself or any member of the Shareholders Council. The LGFA board will consider any feedback received and provide a final version of the SOI to shareholders by 30 June 2024.

Yours sincerely



Mark Butcher
Chief Executive

11.5 RECOMMENDATORY REPORT FROM THE KATIKATI COMMUNITY BOARD – MARKET SQUARE

File Number: A6038387

Author: Kerrie Little, Operations Manager

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

Following the receipt of a concept plan for Market Square at the 7 February 2024 meeting, the Katikati Community Board resolved to recommend to Council that it approve funding of up to \$50,000 towards for costs relating to the detailed design for the Market Square Development.

RECOMMENDATION

1. That Council approve funding of up to \$50,000 from the Katikati Town Centre Development Fund for costs relating to a detailed design for the Market Square Development.

OR

2. That Council do not approve funding from the Katikati Town Centre Development Fund for costs relating to a detailed design for the Market Square Development.

RECOMMENDATION FROM THE KATIKATI COMMUNITY BOARD ON THE 7 FEBRUARY 2024

RESOLUTION KKC24-1.5

Moved: Member A Earl

Seconded: Cr R Joyce

Recommendation to Council

That the Katikati Community Board endorse the concept plan (Attachment 1) and recommend that Council approve funding of up to \$50,000 from the Katikati Town Centre Development Fund for costs relating to a detailed design for the market square development.

BACKGROUND

The development of Market Square is a project included in the Katikati Town Centre Plan 2022-2032. The purpose of the project is to develop and refine the carpark behind the Main Road buildings, and beside the library to a multi use space that also includes a market square, increasing the scale of the civic square area.

The Katikati Community Board have proposed that the Market Square development be funded through the Katikati Town Centre Development Fund. The fund was set up to assist with the development of the town centre. Council is the administering body of this fund. As of 30 June 2023, the Katikati Town Centre Development Fund has a balance of \$473,604.

The amount of \$34,155.84 has been withdrawn from the Katikati Town Centre Development Fund, on behalf of the Katikati Community Board, for the Market Square development project. Boffa Miskell was engaged to develop a concept plan to enable initial discussions and Community Board feedback.

The funds withdrawn from the Katikati Town Centre Development Fund were for costs relating to a concept plan produced by Boffa Miskell. The estimated costings to implement Boffa Miskell's concept plan was considered too costly. As a result, Council staff produced a concept plan that would be substantially less expensive to implement.

The Katikati Community Board have now recommended to Council that an additional \$50,000 be withdrawn from the fund towards costs related to the detailed design for the Market Square development. The detailed design and estimated costings for the project would be brought back to the Katikati Community Board for consideration. Any funds that would be required to implement the detailed design would need to be resolved by Council.

ATTACHMENTS

1. Market Square – Concept Plan



70 car parks in total.
Plaza and market space to
be confirmed when comfortable
with car park concept.

11.6 ADOPTION OF SPEED MANAGEMENT PLAN**File Number: A6001534****Author: Calum McLean, Director Transportation****Authoriser: Cedric Crow, General Manager Infrastructure Services****EXECUTIVE SUMMARY**

1. In 2023, a draft Speed Management Plan was developed under the Land Transport Rule 2022: Setting of Speed Limits. This was consulted on from 26 October to 23 November 2023. 197 submissions were received with mixed feedback on the proposed speed limit approach.
2. Development of a speed management plan is no longer a mandatory requirement under the new government, however a plan can still be developed to guide the speed limit approach. The legal tool for setting of speed limits is the National Speed Limit Register.
3. Council is proceeding with adopting a Speed Management Plan to guide our approach to the setting of speed limits. Community feedback has been considered and the plan has been refined to only focus on priority areas for speed limit changes which are schools, marae, town centres and community identified roads.
4. A proposed blanket approach to speed limits on rural roads of 80 kilometres per hour and urban roads of 50 kilometres per hour is no longer included.
5. The Speed Management Plan will be reviewed in 2027, unless further policy or legislative changes require an earlier review.

RECOMMENDATION

1. That the Director Transportation's report dated 4 April 2024 titled 'Adoption of 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 receives feedback from the consultation period on the draft Speed Management Plan, held from 26 October 2023 to 23 November 2023, as shown in Attachment 1.
4. That Council includes in the final Speed Management Plan (2024) a permanent speed limit for rural schools when the variable speed limit is not operating of:
 - i. 60 kilometres per hour unless a lower speed limit is in place, or
 - ii. 80 kilometres per hour unless a lower speed limit is in place.

5. That Council adopt the final Speed Management Plan (2024), as shown in Attachment 2.
6. That Council approves the Decision Story text, as shown in Attachment 3, as a response to submissions made to the Draft Speed Management Plan.
7. That Council revokes the Speed Limits Bylaw (2020) as shown in Attachment 4, as the National Speed Limit Register is now the legal instrument for setting speed limits, guided by the Speed Management Plan.
8. That Council notes that as the sole reason for revocation of the Speed Limits Bylaw is because speed limits have been migrated to the National Speed Limit Register, there is no requirement to consult on this revocation under section 156 of the Local Government Act 2002 or section 22AB of the Land Transport Act 1998.

BACKGROUND

6. Council was previously required to produce a Speed Management Plan under the Land Transport Rule: Setting of Speed Limits 2022. This replaced the Speed Limit Bylaw as the key tool to determine speed limits on the local road network. It was intended to deliver on Road to Zero, the previous government's road safety strategy.
7. In developing the draft Speed Management Plan (SMP), Council used a range of factors to determine appropriate speed limits. They were primarily based on community feedback and local knowledge, rather than Waka Kotahi's recommended safe and appropriate speeds.
8. The general approach to speed limits consulted on and outlined in the draft SMP was 50 kilometres per hour (kph) for urban roads and 80 kph for rural roads, with exceptions including schools, marae, town centres and community identified priority areas.
9. In December 2023, the Ministry of Transport advised of amendments to the Land Transport Rule: Setting of Speed Limits which came into force on 15 December 2023. These amendments removed the mandatory requirement to create speed management plans. Council can continue with the SMP, its just not a mandatory requirement. Further changes are proposed under the new Government however what replaces Road to Zero and SMP's and what direction this is prepared under is yet to be determined.
10. Speed limit data has been migrated to the National Speed Limit Register (NSLR) which is now the legal instrument for speed limits. This means that bylaws for speed limits need to be formally revoked as soon as practicable after this time.

SPEED MANAGEMENT PLAN APPROACH

11. Mixed feedback was received on the draft Speed Management Plan. The majority of feedback:

- supported speed limit reductions around schools at peak times, and
 - did not support a proposed 80 kph speed limit for rural roads (unless the current speed is already lower).
12. In considering the removal of the mandatory requirement to develop the SMP, and in response to community feedback, Council has developed a refined version of the SMP to only focus on priority areas.
 13. The priority areas included in the final SMP for adoption are schools, marae, town centres and specific roads where there is general community support for a reduction in speed limits.
 14. Council direction is required on permanent speed limits at rural schools outside of the 30kph variable speed limits used during pick up and drop off hours. The options are for a 60kph permanent speed limit or 80kph permanent speed limit (unless a lower speed limit is already in place). 60kph is the recommended safe and appropriate speed limit set by Waka Kotahi to recognise that schools are often occupied outside of school hours and can be in close proximity to other community facilities.
 15. The final SMP will guide our speed limit priorities and be reviewed in 2027. After the SMP has been adopted, future minor amendments not contemplated in the SMP will require a new Council resolution, then approval from the Waka Kotahi director. This can be done individually or bundled together and approved in one report.

SIGNIFICANCE AND ENGAGEMENT

16. 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.
17. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.
18. In terms of the Significance and Engagement Policy this decision is considered to be of **medium** significance because there are high levels of community interest in the setting of speed limits and this affects a large part of the community.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

19. Pre-engagement occurred with schools, tangata whenua and community boards. Feedback from various processes such as previous Speed Limit Bylaw reviews and the Tō Wāhi engagement undertaken in May 2023, also informed development of the draft SMP.

20. Council adopted the draft Speed Management Plan on 3 October 2023 for consultation. The feedback period was from 26 October to 23 November 2023.
21. Council's 'Have your Say' website was the primary engagement tool. This featured an interactive map, an online survey, and a video from Mayor James outlining what was proposed, our approach and the objectives on the consultation. Other channels included, email newsletter, social media, community and stakeholder channels, and mainstream media platforms. Emails were sent to all schools and iwi/hapū advising that the draft SMP was available for feedback.
22. 197 responses were received via hard copy, emails, and online. A full copy of the submissions received is included in Attachment 1.
23. The Decision Document in Attachment 3 outlines Council's response to submissions.

ISSUES AND OPTIONS ASSESSMENT

Option A – Adopt Speed Management Plan	
Assessment of advantages and disadvantages	<ul style="list-style-type: none"> Provides guidance on priorities for speed limit changes. Enables community input to proposed speed limit changes. Replaces the previous Speed Limit Bylaw. Not a mandatory requirement.
Costs	The cost of implementing this Speed Management Plan is shared between Council and Waka Kotahi as the agent for the New Zealand Government. The priorities will be used to develop a forward works programme that qualifies for Waka Kotahi funding assistance under the low cost, low risk work category.
Option B – Do not adopt Speed Management Plan	
Assessment of advantages and disadvantages	<ul style="list-style-type: none"> Not a mandatory requirement. No plan in place to guide speed limit changes or clarity on priorities. Speed limit changes occur on a case by case basis.
Costs	Waka Kotahi funding assistance under the low cost, low risk work category would be sought for each speed limit change proposed.









STATUTORY COMPLIANCE

24. The Land Transport Rule: Setting of Speed Limits 2022 allows development of speed management plans however these are not mandatory.
25. The NSLR is the legal tool for the setting of speed limits.
26. Council's speed limit data has been migrated to the NSLR and this is now the legal instrument for the speed limits. This means that Speed Limit Bylaw needs to be formally revoked.
27. As the sole reason for the revocation is because the speed limit has been migrated to the NSLR, then there is no requirement to consult under section 156 of the Local Government Act 2002 or section 22AB of the Land Transport Act 1998. This is because of the requirements in section 168AAA(2) of the Land Transport Act 1998 and regulation 13 of the Land Transport (Register of Land Transport Records—Speed Limits) Regulations 2022.

FUNDING/BUDGET IMPLICATIONS

28. The cost of implementing the Speed Management Plan is shared between Council and Waka Kotahi as the transport agent for the New Zealand Government. The priorities will be used to develop a forward works programme that qualifies for Waka Kotahi funding assistance under the low cost, low risk work category.

ATTACHMENTS

1. **Full Submissions Pack – Draft Speed Management Plan 2023**  
2. **Final Speed Management Plan (4 April 2024)**  
3. **Decision Document – Speed Management Plan 2024**  
4. **Speed Limits Bylaw 2020 (to be revoked)**  



**Western
Bay of Plenty**
District Council

Mā tō tātou takiwā For our District

Draft Speed Management Plan 2023

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Speed Management Plan 2023
Submission



Submission ID: 1
Name: Ryan Dobbin
Username: Ryandobbin
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
613a Te Puke Highway, Te Puke 3187, New Zealand

Category
I think the current speed limit should be kept the same.

Tell us why you feel that way about the speed limit on that road.
If you make it slower, people are just going to speed, if you want to make it 80, perhaps that should be from Bell Road towards the NW.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 2
Name: Colin Anthony Pollitt
Username: Omokoroaviews
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Most speed limits in urban locations are too high and clearly lower speed limits save lives and improve the environment

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Any place where there is pedestrian activity should have a lower speed limit. There should more of a move towards giving pedestrians priority over vehicles.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Most rural roads are not fit for safe driving at speeds over 80k. Some even less!

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
If you hit a pedestrian prove its not your fault

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Lynley Park Drive.

Road location (town/suburb)

Its a local speedway. Regular speed trials. Need a speed bump or two.

Please share your thoughts

Implement it

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 3
Name: Elles Pearce-Danker
Username: ellespd
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Existing speed limits are fine.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Usually already 50 kph

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Unnecessary. Increases travel times. Speed limits were already reduced in busier areas a few years ago when speed limits were reviewed, so don't need further reductions.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Oropi Road

Road Location (town/suburb)

Oropi

Please share your thoughts

Speeds already reduced over earlier parts that are busier and around school. Don't need to reduce further. Same for other rural roads.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

No need to change rural roads.

Speed Management Plan 2023
Submission



Submission ID: 4
Name: Stanley William Walton
Username: stantrisha
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
This is a complete waste of time. Few cars obey the existing speed limits. No enforcement = no compliance with speed limits

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
See above almost a complete lack of obeying existing limits.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
See comments above.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Waste of time and money. Existing speed limits are not obeyed by the majority of drivers. NO ENFORCEMENT.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here. This will turn into a complete fiasco. There is little compliance with existing limits this combined with a complete lack of enforcement will mean no change.

Speed Management Plan 2023
Submission



Submission ID: 5
Name: Hamish Pearse-Danker
Username: hamishpd
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Road limits are currently appropriate and there is no need to change them.
Changing the speed limits adds significant costs to rates which are already increasing to much when people can least afford it.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Road limits are currently appropriate and there is no need to change them.
Changing the speed limits adds significant costs to rates which are already increasing to much when people can least afford it.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Road limits are currently appropriate and there is no need to change them.
Changing the speed limits adds significant costs to rates which are already increasing to much when people can least afford it.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 6
Name: Audrey Christine Fairless
Username: spinneyhill
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Saving lives is very important

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
It is good to have a consistent limit

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
I prefer to see the limit expressed as Below 80kph.which is a safer maximum for our narrow winding roads

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 7
Name: Jacqui Knight
Username: Jacqui
Organisation (if applicable): Katch Katikati

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Some areas are too congested to be safe

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Many of our rural roads are too narrow for the amount of traffic

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Main Road in Katikati

Road Location (town/suburb)
Katikati

Please share your thoughts

It is proposed that the speed limit be reduced to 40kph from Beach Road to Diggelmann Park. I think this reduction should be from Beach Road to Henry Road. There is still a lot of traffic activity from Diggelmann Park to Henry Road.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 8
Name: Astrid Gillian Blanchard
Username: G
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
The speed restrictions on NZ roads are already far too low.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
60km/h is fine.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
80km/h is better than the 50s and 60s we have on some rural roads currently.

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road
Welcome Bay Road

Road location (town/suburb)
Welcome Bay

Please share your thoughts

Specifically Welcome Bay Road either side of the Waitao Road junction. It's wide and straight. It used to be a 100km/h limit. Then 80 km/h, now 60 km/h which is just ridiculous. I believe the limits were reduced in part at least, because of an accident caused by a few racers. Well...these type of drivers don't respond to speed limits so why should other drivers be made to drive at a snail's pace on an otherwise open and safe road...???

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here. It would be more helpful to see the current speed limits with your proposed changes overlaid or alongside. From your maps and words, It is impossible to know what you are changing and what you are not.....

Speed Management Plan 2023
Submission



Submission ID: 9
Name: Christina Charlotte Gertrude Lotz
Username: Mechanix
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Life is more important than speed.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
To reduce the risk for all users of urban roads.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Rural roads are far too narrow and windy for higher speeds and higher speeds are risky for slower users on bikes or even people walking on those roads.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
to minimize the risk of injury for people

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Wilson Road/SH2 should have a roundabout.

Road location (town/suburb)

Paengaroa Wilson Road South/SH2/Wilson Road North

Please share your thoughts

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 10
Name: Deborah Kaye Holmes
Username: Debzeb
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
We are an agriculture area which needs to be able to move around efficiently

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Maintain the already normal, it works

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Heavy vehicles trundling along at 80 km means more engine brake noise, constant shuddering as vehicles struggle to travel so slowly. Please don't fix what isn't broken

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Te Matai Road, rural Te Puke

Road Location (town/suburb)

Rural Te Puke

Please share your thoughts

It's a busy arterial route used by multiple vehicles daily and the constant braking to slow to 80 will cause noise, vibrating and we will suffer a decrease in life enjoyment

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Please don't fix what isn't broken, it's not the roads that are the issue it's the drivers who require change

Speed Management Plan 2023
Submission



Submission ID: 11
Name: Michael John Williams
Username: mjw
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
I feel the speed limits are about right and I am sick of nanny state continually dumbing us all down.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
It is a tried and true level, drivers need more education, not continually trying to put NZ into the slow lane.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
How are you going to police it and most rural roads cannot be driven at high speed due to them being windy and narrow.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
What is the proposal?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Speed limit signs on rural roads will make not a dot of difference to the average motorist, they drive to the conditions. The boy racer brigade will take absolutely no notice and continue with their burnouts etc. Don't waste ratepayers money on something

Speed Management Plan 2023
Submission



Submission ID: 12
Name: Diana Stein
Username: Bushlands
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Some rural roads have become swallowed into urban roads with subdivisions. These are still perfectly fine to keep at 80 kph. Central areas area already at 50kph

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Some rural roads are fine to go 100 kph. It doesn't need to be a blanket roll out.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Specifically identified areas can be targeted. But no blanket roll out.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here. Please stop spending money where it's not absolutely necessary and keep the rates rises lower. Tighten the spending belts like everyone else.

Speed Management Plan 2023
Submission



Submission ID: 13
Name: Camilla Grimbeek
Username: CamGrim
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
The general public that drive responsibly are being targeted because of a few drivers that do not. By reducing the limits to ridiculously low speeds is going to cause frustrations.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
There is nothing wrong with the current limits.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
There is nothing wrong with the current levels.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Schools are important and I'd agree with that only.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
You're wasting time and money on trivial issues.

Speed Management Plan 2023
Submission



Submission ID: 14
Name: Elizabeth Patricia Foster
Username: Lizzie57
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Roads speed limits are ok as they are. Driving to the conditions is far more important than speed limits. Even if set at 100ks, in some areas ie corners we naturally reduce speed as per the signs currently in place, this works well. This meets the need

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
I thought 5 ks was the urban rate, unless specified otherwise for a specific reason, ie school, roadworks

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Please refer question 2. Over regulation for no rational reason

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
You are applying a blanket approach to rural areas. For some reason bureaucrats seem to think having a reduced speed limit will reduce the road toll. By doing this you think your job is done. The only way to reduce the road toll is changing behaviour.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 15
Name: Angelique Charmian Lund
Username: Angie
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
Apart from dropping the speed limits past schools (which I agree with) the roads are far too congested & lowering the speed limit would only exasperate the congestion.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
I agree with the above, however, I'm a little confused with the inclusion of Māori communities.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Lowering the speed limit to 80km will make the travel time slower, people will either get frustrated & drive more aggressively to get to their destination, or, be board and go into their mobiles.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
I agree with the above apart from Māori communities & rural roads.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

SH2

Road Location (town/suburb)

Between TePuna & Waihi

Please share your thoughts

See answer 6

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 16

Name: Katherine Weisje Haakma

Username: Kathy H

Organisation (if applicable):

How important is it to make the proposed speed limit reductions?

Not important

Can you tell us why you gave this rating?

We don't need a nanny state, 100 ks is fine

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

Yes

Can you tell us why?

It already is this speed in most urban areas

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

No

Can you tell us why?

Will only lead to frustrated & impatient driving. The speedsters will speed no matter what & the normal motorists will get frustrated

Do you agree with the priority areas that we will implement over the next three years?

No

Can you tell us why?

Leave it as it is at present, we already have limits reduced past schools anyway

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 17
Name: Claire Dale
Username: Claire Dale
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Cars are safer. As a percentage of population severe injuries and deaths are lower

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
VSL around school areas is appropriate

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
The problem in Bay of Plenty is the under investment of appropriate roading infrastructure

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Schools VSL is appropriate

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

In your section where you address myths in #7 you say mobility impaired move better when the speed limits are reduced. Parking and the transportation of the mobility impaired seems to have been largely unaddressed in the city and region. Mobility impairme

Speed Management Plan 2023
Submission



Submission ID: 18
Name: Jasmine Brown
Username: J. Brown
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Will severely disadvantage rural daily commuters into city centres, worsening traffic

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Speed Management Plan 2023
Submission



Submission ID: 19
Name: Jessica Thompson
Username: JessThomp
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
We live on Armstrong Road and people fly down the road, we pull out at the bottom of a blind hill and its dangerous.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
50 kmph is plenty fast enough in urban areas, especially with more cars being on the road.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
We live on Armstrong Road and people fly down the road, we pull out at the bottom of a blind hill and its dangerous. 80kmph is too fast here - on the main roads/state highways - 90kmph is fine.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Armstrong Road

Road Location (town/suburb)

Te Puna, Tauranga

Please share your thoughts

We live on Armstrong Road and people fly down the road, we pull out at the bottom of a blind hill and its dangerous.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 20
Name: Christopher John Gaelic
Username: gaelicc
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
I've just returned from 2 months driving in Europe and the UK where the speed limits are typically higher, roads narrower, and much higher traffic density. I think Waka Kotahi is overreacting.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
This makes sense, and builds on what we've already got.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
This is a blanket policy affecting all rural roads in our district. If we have evidence that we need a lower speed limit on certain rural roads, then only apply the new limit to those roads.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Answered in question 4

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Please listen to your community. Waka Kotahi had an online survey concerning the median barrier proposal for SH2, in which they completely ignored the large majority that didn't want it.

Speed Management Plan 2023
Submission



Submission ID: 21
Name: Lesley Patricia Hawthorne
Username: LHawthorne
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because you are wanting to make these changes to make the roads safer.
The reasons why our roads are unsafe are because 1. The road conditions are dreadful and 2. Drivers using phones while driving.
Also, excessive speed is an issue - not the current sp

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
What I said above

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
What I said above

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
What I said above

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

No 1 Road,

Road Location (town/suburb)

Te Puke

Please share your thoughts

This is a high traffic road, especially during the kiwifruit season. This road is an absolute disgrace!!! Perhaps Waka Kotahi should spend more money wisely in training roadworkers to the job properly!!!

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 22
Name: Julian Richmond Fitter
Username: Julian Fitter
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
Current speed limits are generally too high with too many variations. ie. Te Puke Hwy - Affco, 100, Waitangi 60, then 100, then 70 then 50! in about 3kms

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
makes sense

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I think you should have a standard 90kph on SHs, but 80lph on Rural roads.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

You provided a table indicating proposed road changes, however with just a numerical reference for each section affected, without knowing how to interpret those references the table was not a lot of use - was that the intention??

Speed Management Plan 2023
Submission



Submission ID: 23
Name: Juliet Wells
Username: JulietW
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
People drive too fast and too close, the speed limit reduction will reduce accidents

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
50 is a reasonable speed for urban areas, I am happy for the limit to be lower around schools

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
Yes

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
I think the council should implement all the speed limits recommended by Waka Kotahi. They are the experts and the recommended limits are based on safety to reduce accidents and the harm caused by them. Council should not be seeking to implement the reco

Speed Management Plan 2023
Submission



Submission ID: 24
Name: Amelie Bilac
Username: Abilac
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
Safety

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
Subdivisions areas should not be more than 20-30 kph

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
As long as roading and lighting are sufficient

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road

Sentinel Avenue and Pioneer Crescent

Road location (town/suburb)

Kaimai Views in Omokoroa

Please share your thoughts

Current 50kph is too fast for this area and put many people at risk. It should be limited to 20kph with speed humps

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 25 Name:
Stanley William Arthur Travis
Username: Stan
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Existing speed limits are too erratic and inconsistent to suit roads in rural areas where there has been considerable change to the structure of developed residential areas.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Existing speed limits do not reflect the needs required for safe use in these areas

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Most rural roads (outside of the state highways) are not designed for the current limits.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
the lower speed limits will reflect the need for a safer environment for pedestrian and vehicular use in these more concentrated areas

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Sharp Road

Road Location (town/suburb)

Aongatete Katikati

Please share your thoughts

This road gives access to the new residence that has been built to accommodate the seasonal workers associated with the Seeka horticultural development and Fairview Golf and Country Club - also to the residential areas associated with the development ie:

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here. Prioritize those areas over due for a more sensible and safe environment to use or reside in.

Speed Management Plan 2023
Submission



Submission ID: 26
Name: Brent Nilsen
Username: Brentn
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
The speed limit reductions proposed are ridiculous, and people I talk to where this has already happened report most people don't drive at the new posted speed limits, instead continue driving at the original speed limits. I'd prefer a focus on known black

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Is there empirical evidence this will have beneficial impacts?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I live in an area where the open road speed limit is now 80, it has increased congestion and poor driving behaviour

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
I'm so sick of the road to zero strategies, has any of this made a difference?
Refocus on areas such as poor driving, poor roads etc

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 27
Name: Bradley Lacey
Username: Bradley
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because it is a waste of public money, and lower speed limits for rural roads will be a disaster for rural communities and does not need to be done. Leave our roads alone!!

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Urban areas within reason should have a safe speed

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Our rural roads are fine at the current limits and people are not fools and can drive to the road conditions. Also this will greatly affect rural communities. Leave our roads alone!

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
For schools, towns and Maori communities yes. Rural roads no!

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Leave rural roads at their current speeds!

Road Location (town/suburb)

Please share your thoughts

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 28
Name: Aimee Kennedy
Username: Aimee Kennedy
Organisation (if applicable): Te Ranga School

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
100km is safe. People get frustrated with low speeds and take bigger risks

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Schools specifically

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Speed Management Plan 2023
Submission



Submission ID: 29
Name: Kathryn Ison
Username: Kate
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Lower limited through congestion areas such as Tauranga cbd and mt maunganui

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Should be less

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Implementation should be now

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road
Marine parade

Road location (town/suburb)
Mount

Please share your thoughts
Should be 30 through the Mount

Would you like to comment on another road?
Yes

Name of road
Maunganui rd

Road location (town/suburb)
Main Street

Please share your thoughts
Should be 10

Would you like to comment on another road?
Yes

Name of road
Ranch, Orkney , Muricata

Road location (town/suburb)
Mount

Please share your thoughts
Reduce the speed

Speed Management Plan 2023
Submission



Submission ID: 30
Name: John Anthony Green
Username: JAGreen
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
There is some inconsistency that needs to be fixed. SH2 for example is 80kph south of Katikati, but 100kph north. Many side roads are 100kph but are more suitable for 80kph.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
It makes sense, 50kph is a reasonable speed without being too slow.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
As above, some of the rural side roads are just not suitable for 100kph.

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
The speed posted is a maximum - in small centres the volume of traffic will often determine that the posted limit is not the appropriate speed right now.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

SH2 north of Katikati change to 80kph.

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 31
Name: Marilyn Grace Hunt
Username: MHunt
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Not sure all proposed limits are necessary

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Leave speed limit at 100k on SH2

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
SH2 leave at 100k

Road Location (town/suburb)

Please share your thoughts

Would you like to comment on another road?

Yes

Name of road

Tanners Point Road

Road location

Tahawai

Please share your thoughts

Busy road with many non residents using it to take boats to and from the boat ramp

Would you like to comment on another road?

No

Name of road

Road location

Please share your thoughts

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Having a footpath along Tanners Point Road would assist pedestrians who have to hop into the grass when cars come by (regardless of speed limit)

Speed Management Plan 2023
Submission



Submission ID: 32
Name: Braden Giles Hungerford
Username: Braden Hungerford
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Productivity is extremely important. Reducing limits on rural roads that are often straight with very little traffic is unnecessary

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Some build up areas to town current 60 or 50 is fine

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
As above. When I'm heading to work often there is only one car that I pass in a 25 minutes drive. To slow progress and increase my cost and therefore cost of goods sold is irresponsible.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Under the current adversity to risk. No one will be prepared to say which areas are ok to be higher than the minimum. Therefore blanket reductions will take place.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 33
Name: Cameron Ross Walker
Username: Cameron
Organisation (if applicable): Comvita NZ Ltd

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because lowering speed limits doesn't stop the few idiots who choose to drive over the speed limit and cause crashes. The number of accidents in our region have stayed around the same number despite large increases in population showing there is little ne

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Stop being lazy and applying a blanket rule to every road in every urban area. How about putting in some effort and reviewing the most dangerous areas with statistics to prove they are dangerous and just focu on those. Don't punish everyone by slowing us

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I live rurally and my road is easily capable of handling cars travelling at 100 km/h. You will significantly increase my travel times as a result for little no gain what so ever. It is complete madness and the National government has already publicly stat

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

No changing the limit on every rural road is just lazy. Use the statistics and target roads that warrant it. Applying a blanket rule is never a good option and you know it. Do what you are paid to do and critically evaluate each road and make the appropri

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Te Matai Rd

Road Location (town/suburb)

Te Puke /Te Ranga

Please share your thoughts

I support the changes around Te Ranga school but the road should remain 100 km. I live on this road and it's perfectly safe to drive 100 km so why change it. I have seen two fatal crashes on this road in the last 10 years and both were caused by a car and

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

"National will repeal and replace the rules that set speed limits so that economic impacts - including travel times - and the views of road users and local communities count, alongside safety,". The quote above should tell you the mood of country and the

Speed Management Plan 2023
Submission



Submission ID: 34
Name: Leon David Ruttersmith
Username: Ruttersmith
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Lower speeds make everyone safer

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
It's safer for everyone

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
50 is actually too fast in a number of areas in towns

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road

Citrus Avenue

Road location (town/suburb)

Waihi Beach.

Please share your thoughts

It's a residential area, limit is 50 but cars regularly zip along at 60/70+. More signage would be good (as well as some enforcement - more speed cameras please!). Thanks

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 35
Name: Andrew Gordon Wylie
Username: A.Wylie
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
I don't agree with them. It will cause huge frustration with road users. Road to zero is an unattainable and unrealistic ambition.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Keep speed limits as they are now.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Speed limits are fine as they are.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Only agree with areas around schools at the start and end of the school day. All other times as normal.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

There is about to be a change in government with a change in policy around speed limits. As this was one of the key policies with which they were voted in to power, I suggest you take into account the will of the country with regard to this and not redu

Speed Management Plan 2023
Submission



Submission ID: 36
Name: Hugh Canham
Username: Hughc
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 37
Name: Adrian Leach
Username: adrian.leach82
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Roads are for cars and transporting goods. Not for pedestrians. Waka Kotahi needs to focus on fixing roads and stop meddling in people's lives.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Show us the evidence that this will make any difference. Travelling through NZ is nightmare already without slowing everyone down further. It will cost the economy millions of dollars and make bugger all difference to road safety

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Try listening to the average Joe and not the noisy liberal minority. Leave the bloody speed limits alone

Speed Management Plan 2023
Submission



Submission ID: 38

Name: Peter Macdonald Malcolm

Username:

peterandjudithmalcolm

Organisation (if applicable):

How important is it to make the proposed speed limit reductions?

Very important

Can you tell us why you gave this rating?

decreased speed means fewer accidents [people getting hurt and lower emissions

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

Yes

Can you tell us why?

see no reason to change it is just a pity that many people simply break this speed limit through Bethlehem for example we drive through there at the speed limit and are passed all the time

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

Yes

Can you tell us why?

our rural roads are not safe at higher speeds and there are too many accidents now

Do you agree with the priority areas that we will implement over the next three years?

Yes

Can you tell us why?

as above

Do you have any feedback for a specific road where we have proposed a speed limit change?

Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Minden Rd

Road location (town/suburb)

TE Puna

Speed Management Plan 2023
Submission



Submission ID: 39
Name: Kent Barrie Llewellyn Smith
Username: Westwood
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
There are so many speed limits throughout the western bay they have become so confusing. Indeed most drivers now don't know them or just ignore them as they have become idealistic and nonsensical.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Makes sense

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
A blanket decision is idealistic and ignores the realities of many roads and driver needs. An example is the sh2 80k speed limit that no one keeps. It is because it is a stupid position that does not meet its stated goal of 'safer'.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 40
Name: Johanna Peeters
Username: JohannaP
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Some of the lowered limits may be appropriate where there are residential areas or high foot traffic etc. But rural roads should not be lowered in my opinion. If driven to speed limit, the current open road limits are more than safe.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
If there are residential areas that are more likely to have cars and people in and out of driveway etc then 50km/hr is suitable but otherwise not necessary in my opinion.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
The current open road or 100k./hr areas are safe enough and I'm not sure this is where the accidents happen anyway. Certainly, there will be people who will drive reckless speeds no matter the limit and this won't change by lowering the speed limit. Howev

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
I haven't looked at every road in detail and there may be some that warrent a drop in speed limit. But I do not agree with blanket changes.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

I only found this survey by visiting the website for another issue so I wouldn't be surprised if most people are not aware of these changes and the opportunity to provide feedback. Such relevant changes could be more widely advertised.

Speed Management Plan 2023
Submission



Submission ID: 41
Name: Antony James Simcock
Username: AntonyS
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because they are ridiculous and made for an arse covering exercise. Most people travel at a speed that they feel (the safe speed), if you took away the speed signs this would conform to a bell shaped curve (normal) .If the speed was set to the 80 % you mi

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Some urban areas have good wide and safe arteries and should have a speed limit that reflects this.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
These areas have had 100kph speed limits for over 50 years the cars and roads are both much better so the speed limit should reflect this.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
In a lot of these areas there has been very good road management with large segregated pull off areas. To drop the speed to 60kph outside of school hours would be plain stupid.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here. In general most people travel at a speed that they feel safe regardless of the speed limit. Posting unreasonably low speed limits will make the average person a criminal and less likely to obey any signs.

Speed Management Plan 2023
Submission



Submission ID: 42
Name: Amanda Julian
Username: amandjul
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
For safety especially when children get on/off busses and cross roads. To reduce road noise

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
As above in question 2

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I think you need to judge each road individually. For example, the rural Welcome bay road is quite narrow and windy in places plus there are some blind corners and the road itself needs an upgrade. It also has a heavy volume of trucks travelling along it

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
See answer to 6

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Welcome Bay Road. But not sure what has been proposed for here

Road Location (town/suburb)

From Welcome Bay Hot pools to the end of Welcome Bay road, arriving at Papamoa

Please share your thoughts

See 6

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Welcome Bay Road

Road location (town/suburb)

Rural Welcome Bay through to Papamoa

Please share your thoughts

See 6

Also, trucks use this road and are travelling far too fast at the current 80k/hr to take into account road condition, blind corners, sunstrike, cyclists, children getting on/off school busses

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

There are also some dangerous S bends on the Rural Welcome Bay Road, particularly just after the WBay hotpools travelling towards Papamoa (around numbers 450), and an area just after that on the opposite side of the road which becomes awash in stones aft

Speed Management Plan 2023
Submission



Submission ID: 43
Name: Neill Ellis
Username: Neill Ellis
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Government in NZ (Local aka councils and National) is bent on reducing speed limits when in fact more passing lanes or better signage is what is really necessary. There is little point in slowing & frustrating traffic who later go on to take stupid risks

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Many roads have no anecdotal evidence supporting speed as a factor in high accident or near miss incidents. If that were the case then action should be taken in that area, often correcting a minor issue without reducing a large section or entire roads speed

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
In most cases it's not necessary. Applying it in small areas with anecdotal evidence supporting speed as a factor in high accident or near miss incidents is ok, but latest changes we are seeing are over the top with entire roads locked down.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

For areas with increased risk, such as outside & close to schools, certainly use school zones, but latest changes are over the top.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Improve road design, add passing lanes. Don't slow down roads unless there is anecdotal evidence supporting speed as a factor in high accident or near miss incidents, only applying it to the area of concern, not entire or huge sections of roads.

Speed Management Plan 2023
Submission



Submission ID: 44
Name: Alfred Ernest Rose
Username: pukehinian
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Lower speed does not prevent crashes. Better driver ability will eliminate both minor and major accidents and crashes.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Better qualified drivers recognise and drive to conditions - this is evident in Te Puke where the speed limit is 50kph however a capable driver recognises this is impossible and averages 30kph. A lower speed limit becomes an impediment on overburdened enforcement agencies and lowers trust by being perceived as revenue gathering.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Better qualified drivers recognise and drive to conditions. There are many rural roads which remain safe to drive at 100kph. Variations could be considered for some areas until the issue of improved driver training and rehabilitation is addressed.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Safety of students and Maori should be included within schools and marae. If not, why are rest homes and other ethnicities not included? Town centres,

identified rural roads and community identified roads remain the responsibility of well-qualified drivers for which there is already identified enforcement. Better training, qualification and rehabilitation for drivers will eliminate minor and major accidents and crashes in these areas.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Speed management should not be the responsibility of local government. It is one of a number of attitudinal problems which need to be addressed by central government. Speed management can be permanently addressed through better training, comprehensive licensing, increased enforcement and improved rehabilitation. These methods will also increase employment and community involvement.

Speed Management Plan 2023
Submission



Submission ID: 45
Name: Anonymous
Username: Anony
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
There are far more important priorities to be focusing on. Money will greater value spent in other areas.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
In keeping with the typical speed limit nationwide for urban areas. This keeps things simple avoiding confusion.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
These should remain as open roads where drivers are responsible for driving at an appropriate speed for the conditions. With such variation in rural roads a blanket limit is unnecessary and hard to enforce.

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
In principle lower speeds in these areas is a good idea but in reality it may cause confusion. This could result in drivers focusing on their speedometer rather than the road ahead including pedestrians and cyclists.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

NZTA's recommendations should not be used to influence local roading policy. They are ideas from a past, now redundant government and no longer relevant to future policy decisions.

Speed Management Plan 2023
Submission



Submission ID: 46
Name: Aaron Corn
Username: aaroncorn
Organisation (if applicable): Teacher

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Sciences oversee

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Urban areas r50 ks do you mean outside of urban areas the speed is perfect
#awesome do you agree with the proposed approach

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
100 🏆 s fine

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Look above

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

We know you guys have already made up your minds but we'd like to share our opinion so we can complain when it all turns to custard and the finger of Blaine gets put your way.... hahaha hashtag come on that's it let's do some work.

Speed Management Plan 2023
Submission



Submission ID: 47
Name: Jon Reid
Username: Jonr
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because it creates in efficiency. The current limits work fine

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Productivity
The city is already slow enough

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
There is nothing wrong with the 100 kph limit
Roads and their posted speeds are not the problem

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
Stop wasting time and money on vanity projects and leftist propaganda

Speed Management Plan 2023
Submission



Submission ID: 48
Name: Peter Joseph
Username: Peter Corn
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Overseas lowering of speed has not achieved safer roads

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
See above

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
See above

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Personal safety won't be helped by Slower traffic

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
Children should be schooled regularly about road safety

Speed Management Plan 2023
Submission



Submission ID: 49
Name: Ruth Anna Flanagan
Username: flanagan.ruth1
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
For safety.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 50
Name: Steven Godfrey
Username: Driversafe
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
Speed does not cause crashes, drivers do. To ensure our roads are safer this country needs to ensure we have safe drivers.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Most urban areas already have a 50kph speed limit.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Why change?

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
All communities, not just Maori communities.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road

Carmichael Road, Tauranga, Westmorland Drive, Tauranga, Otumoetai Road, Tauranga, Bethlehem Road Tauranga.... I can expand the list if you would like. Why not introduce many, many more speed cameras?

Road location (town/suburb)

Tauranga

Please share your thoughts

Until NZ takes driver behaviour and lack of driver training seriously lowering speed limits is a waste of time. Until driver training is taken seriously before issuing licences our crash and road death statistics will never change. Prove me wrong!

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Drivers cause crashes, not roads, not speed, not weather. Until this is understood and steps are taken to address drivers, nothing will change.

Speed Management Plan 2023
Submission



Submission ID: 51
Name: Debbie Anne Allan
Username: Zingari
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
It should be done sooner. Not sure why it would take that long

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Leyland Road and Odey Road

Road Location (town/suburb)
Whakamarama

Please share your thoughts

Leyland and Odey Road need a lower speed limit for the following reasons.
These roads are used with many local and visiting traffic that visit Puketoki Reserve where there is car park and Reserve on the opposite side of the road so there can be lots of

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 51
Name: Debbie Anne Allan
Username: Zingari
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
105 Odey Road, Whakamārama, Tauranga 3176, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
Both Leyland and Odey Road need a lower speed limit, there are multiple factors to support a lower speed limit. Including two one lane bridges both with being corners on their approach. Puketoki Reserve is a popular destination for families and dog walker who cross the road from carpark to the waking tracks and toilets. Both roads are popular with loads of different users who share the road with traffic, including walkers, runners, dogs walkers, horse riders, who would benefit with a lower speed limit.

These roads would benefit from a faster time frame.

Address
476 Whakamarama Road, Whakamārama, Tauranga 3179, New Zealand

Category
I agree with the proposed speed limit change.

Tell us why you feel that way about the speed limit on that road.
There have been many close calls trying to cross the road with young children, there are blind corners on either side of Whakamarama School meaning you can not see speeding drivers approaching. The school does not have parking on the same side and parents have to park in the Hall car park on the opposite side of the road.

But making the changes sooner would be a huge benefit to the effected communities.

Speed Management Plan 2023
Submission



Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

Yes

Do you agree with the priority areas that we will implement over the next three years?

Yes

Speed Management Plan 2023
Submission



Submission ID: 52
Name: Shula Newland
Username: Shula
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
road to zero is not needed. Cars are much safer than they ever were. By slowing cars down when it is safe to drive at faster speeds for the conditions is just going to result in frustrated drivers taking more risks. I know because I get frustrated when

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
The speed limit is already 50km. Are you trying to say that we disagree because we want the speed limit increased in other areas? This terrible way of asking this question and leads to bias in the answer.
I think people aren't stupid, if there is cong

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
road to zero is not needed. Cars are much safer than they ever were. By slowing cars down when it is safe to drive at faster speeds for the conditions is just going to result in frustrated drivers taking more risks. I know because I get frustrated when

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Sorry I am unsure why Maori communities are treated separately?? Are you saying that Maori's don't know how to look before crossing the road? Like I said before, people know they need to drive to the conditions. we are not stupid!

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

the state highway between tauranga and katikati is already 80km,

Road Location (town/suburb)

SH2

Please share your thoughts

Even after investing so much money upgrading the road and making it safer, you have aredy reduced the speed. I think you will find that the public doesn't agree with what has happened already, so why are you doing more?? Why don't you poll the public a

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

SH between tga and kati - put the speed back up to 100 please

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Please please stop reducing the speed and spending so much money making the road wider. Instead you should spend money making safe over taking areas.

Speed Management Plan 2023
Submission



Submission ID: 53
Name: Lucy Gardiner
Username: Lgardiner
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Don't know

Can you tell us why you gave this rating?
I'm not sure as I don't think it should be just 2 proposed limits. This is too simplified

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Because not all urban areas are equal. Some are wider than others, some have very few driveways etc

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
100km/hr is safe in many rural areas. Slow cars down more than needed and you'll get frustrated people doing dumb and dangerous manoeuvres

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
These seem like sensible areas to limit speed

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 54

Name: Susan Margaret Matthews

Username: Sue Matthews Chair - Paengaroa Community Association Inc

Organisation (if applicable):

How important is it to make the proposed speed limit reductions?

Important

Can you tell us why you gave this rating?

road safety is paramount - however driver competency is important issue as well

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

Yes

Can you tell us why?

Reducing speed will help manage unexpected actions taken by pedestrians

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

No

Can you tell us why?

Many of the community roads are capable of 100 kms and if not people drive to the conditins. There is signage on corners with recommended speeds - One example I travel from Te Puke via Te Matai Road to Rotorua often and there are long stretches of road that are safe to drive at 100 Kms. Also No 1, 2 & 3 roads have good visbaility and long stretches of roads. If travelling behind an agricultural of horticultural vehicle/trucks it is important to be able to gain speed of up to 100 kph to get past safely.

Do you agree with the priority areas that we will implement over the next three years?

Yes

Can you tell us why?

Children can be unpredicatable - parents need to be able to park close to schools to safely drop kids off

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Black Road around the Paengaroa school, Community swimming pool and houses

Road Location (town/suburb)

Paengaroa

Please share your thoughts

Lots of walkers use this road - there are agricultural trucks (Milk Tanker) and there are orchards and farms at the end of this road.

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Sunset road Paengaroa =

Road location (town/suburb)

Paengaroa - opposite Paengaroa school and SH 33

Please share your thoughts

Paengaroa community assn have had many meetings with WBOPDC Roading staff over the past 10 years about reducing the speed limit and putting in speed calming devices as trucks and commuters travel along here at excessive speeds

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

* Te Puke township - can the pedestrian crossing please have lights and phased crossing so that the traffic build up coming into town from SH 33 is not stopped all the way to AFFCO between 3.00 and 6.00 pm most of the year - however it is much worse in the picking season

* Welcome bay road needs significant restoration - you cant simply drop the speed limit because the road conditions are so appalling!!!!

- * Wilson Road North - where Mckenzie Road intersection is dangerous as people come over the rail overbridge.
- * Wilson Raod North - at Paengaroa community - there has been ongoing discussion with WBOP DC staff of installing a road calming construction that would prevent trucks from going though Paengaroa.
- * WBOPDC needs to continue the discussion with NZTA to highlight need for an overpass/underpass SHH 33 to safely allow connectivity to the Paengaroa Reserve and the Gull Service station.

Speed Management Plan 2023
Submission



Submission ID: 55
Name: Fiona Mary Dieleman
Username: FionaD
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
They are fine as they are

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
They are fine as they are

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
They work as they are. Slowing down 100 kph areas to 80 kph only causes more frustration on the roads. It will play havoc with goods delivery and courier services, make the trip to and from work even slower which again adds more fatigue, anxiety and disru

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
We already have reduced speeds around schools Why single out Maori communities? Grrrrr. PC nonsense. An explanation for this would be helpful. In heavy traffic areas people are forced to slow down anyway.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

McLaughlin Drive

Road location (town/suburb)

Te Puke where it intersects with Valley Road. Insufficient visibility. Traffic too fast coming up the hill. Have told you this but you said there wasn't an issue. All it needs is a sign.

Please share your thoughts

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 56
Name: Alicia Emson
Username: Alicia
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
The speed is fine no need to change something that isn't broken

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
They are fine as they are

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
They are fine as they are

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
The back of welcome bay road needs to be re done

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 57
Name: Keith Adair
Username: Keefy
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
The premise(s) behind the initiative is flawed. THE only way to achieve "zero" is to stop travelling. Continually lowering speeds simply means journeys take longer. There'll always be a compromise between speed and doing the least damage; that compromise

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
See the above paragraph

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
See the above paragraph

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
See the above paragraph

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Parton Rd

Road Location (town/suburb)

Papamoa

Please share your thoughts

Roundabouts have proven to be vastly better at keeping traffic moving than traffic lights. So, why do we need lights at roundabouts? Pedestrians can access via pedestrian crossings; lights at those crossings are expensive and will simply stop the flow; the

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Stop meddling!

Speed Management Plan 2023
Submission



Submission ID: 58
Name: Linda Christine Ross
Username: Binny Ross
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because the fundamental basis of being a current driver licencee is 'drive to the conditions' if a rural road is not capable of being an open road zone the driver must drive at an appropriate speed! Council makes more bureaucracy.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
For the same reasons as question 1

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
See question 1

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Read question 1 answer

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

All roads where you propose changes. Stick to your knitting Council!

Road Location (town/suburb)

All of the Western Bay of Plenty

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Council is creating work, put your resources into roading maintenance and upgrade the general standard if all local roads

Speed Management Plan 2023
Submission



Submission ID: 59
Name: Robert John Morgan
Username: rob morgan
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Because that is my opinion .

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Because I agree with this.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
All rural roads should be individually assessed .

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Are certain groups more important . Why is race a deciding factor

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 60
Name: Cindy Cox
Username: Cindy
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because there is no need to do this in my area.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Education is key here and if kids use common sense they would be fine.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Education is key here and if kids use common sense they would be fine.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Education is key here and if kids use common sense they would be fine.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Old coach road

Road Location (town/suburb)

Paengaroa

Please share your thoughts

There is no need as kids are driven to school

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Waste of money

Speed Management Plan 2023
Submission



Submission ID: 61
Name: Sara Louise Nelson
Username: saran
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Because I work on the Main Street of katikati and there are soo many close calls and accidents

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
It needs to be lower like 40kms as most people still speed at 10am s above the actual limit

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
80kms still fast enough and can still die from an accident at that speed

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Because you haven't done anything adjustments in the Main Street of katikati

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Main Street

Road location (town/suburb)

Katikati

Please share your thoughts

Trucks go so fast through town and there is a high number of close calls and I have had a car written off when a lady plowed into me when I was parked in the pull zone. She accelerated too heavily out of Robert Harris carpark and was turning left. She went straight across both lanes over the island and smashed my parked car right out of the carpark into the bus parking and up the footpath. Many near misses from hammer hardware down the Main Street mostly due to speed. It's dangerous for the multiples of kids crossing at school time as they don't all use the traffic lights for crossing.

Would you like to comment on another road?

Yes

Name of road

Work road

Road location (town/suburb)

Aongatete

Please share your thoughts

This is a highly populated road more so than Morton road which is where you put an around about. It's much safer with the turning bays now. So why would you make all those changes and then have everyone drive 4kms down the road to then turn and comeback to work road? Absolutely ridiculous!!!

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Drop the speed limit on the Main Street of katikati. The Trucks are massive and takes too much to pull up to stop when someone backs out of a carpark on the main st.

Speed Management Plan 2023
Submission



Submission ID: 62
Name: Gemma Burt
Username: Gemb
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
I have children that live in the area of Paengaroa and reducing the speed limits on some of these rural streets would further improve their safety.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
I don't think there's any need to go faster than 50km

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Making rural roads safer

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Any area where there is lots of people, cars pulling in/out etc should have a lower limit for everyone's safety

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

State highway 33 through paengaroa

Road location (town/suburb)

Paengaroa

Please share your thoughts

The limit is 60 but firstly no one slows down and when we are trying to get to the sports field it is so dangerous to get across the road. Would love for the speed limit to be dropped

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 63
Name: Sue Muir
Username: Sue muir
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road
Number 4 Road

Road location (town/suburb)

rural----reduce to 30 KM from end of tar seal to corner past residence next to road at No 526.

Please share your thoughts

our No 526 house is next to road and gets horrific dust drift from prevailing wind, causing health issues. Cant open any windows or doors. Due to it being a straight stretch of road drivers go at breakneck speeds but driving at 30 Kms reduces drift considerably. Ideally it desperately needs tar seal on this stretch, but in the interim a low speed limit would help.

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 64
Name: Colin Graham
Username: Harley99995
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Spied limits should be managed by NZTA, not local councils

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Sped limits should change based on level of risk. Why have low speed limit past a school during school holidays

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Drivers should drive to conditions. Not all roads should be limited

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
These are not priority areas.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 65
Name: Kerry Roberts
Username: Kerry
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Speed limits don't need to change the roads do

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Fix the roads

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Fix the roads not the speed limit

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road
State highway 2

Road location (town/suburb)
Katikati to tauranga

Please share your thoughts

Put it back to 100kmph

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 66
Name: Philip Thomas Bowyer
Username: Phil Atbeach
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Slower speeds do not change the habits of irresponsible people, they only penalise responsible and educated drivers and road users.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Cars never been safer than when the speed limits were introduced in the 1920's. Lowering the speed limits will place more cars, trucks, tractors etc on the roads. 100 to 80 kph represents an increase of 20% more vehicles on the roads.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
As above increase in vehicles and increase in the cost of living. The cost of transporting goods our around our district (rohe) increasing by 20%.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
AS per above as well as the cost to me and the ratepayers of our district.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

The new government intends to reverse the lower speed limits by previous Government (labour/ greens) our council should listen to the people paying your wages. Council should get on and fix our poorly maintained roads.

Speed Management Plan 2023
Submission



Submission ID: 67
Name: Jess Rogers
Username: Jessie001
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Being forced to drive too slow when it is a clear road with no hazards creates frustration, which can cause more danger. Especially when us locals know the roads. Leave it up to the driver to know how fast they can go.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
This should be relative to the number of users entering and exiting properties along the road. Therefore it depends where.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Being forced to drive too slow when it is a clear road with no hazards creates frustration, which can cause more danger. Especially when us locals know the roads. Leave it up to the driver to know how fast they can go. Reducing the speed limit will generate more speeding relative to the openness of the road.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Don't make it worse. Leave it up to the driver to judge. Focus more on teaching people to not get distracted from driving.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Waihi Beach Road

Road location (town/suburb)

Waihi Beach

Please share your thoughts

Change it back to 100. All of the locals go 100 anyway and the old or incompetent people go slower as they wish. Don't punish us folk who are better at driving by forcing us to slow down and get frustrated.

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Roads aren't the problem. The incompetent and old need more teaching on how to judge roads, identify hazards and to not get distracted.

Speed Management Plan 2023
Submission



Submission ID: 68
Name: Laura Jane Jackson
Username: LJackson
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because lowering speed limits don't stop people from driving irresponsibly, they just make people frustrated, which causes its own amount of accidents. The speed limits don't need lowering.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Because I feel that urban areas needing 50km speed limits already have them. The urban areas that you are proposing to change are not needing change because they are less inhabited.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Because they're country roads. They don't need lowering. People just drive these using common sense.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Because I don't agree that any of it needs changing

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 69
Name: Andrew Leo Dwan
Username: Golfdiver
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
There is nothing wrong with the existing, bar slowing around Marae

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
I don't want to see the urban area extended either

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Drive to the conditions. Plenty of places where it is perfectly safe at 100kph

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
Specially identified and community identified is too vague. Deliberately so, I'm sure.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

By all means slow the traffic near schools and Marae in the appropriate timeframes, but leave the rest

Speed Management Plan 2023
Submission



Submission ID: 70
Name: Josh Russell
Username: JoshRussell
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
If money goes into anything roading it needs to be to do road works properly like when there are repetitive potholes the road should be dug down enough for a proper base layer so it does not happen again. The only roads that I do think need slowing are di

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Only narrow town roads should be slowed where it is hard to travel down the road when cars are parked on either side on the curb. If this is not a problem with cars parked on each side the speed limit should stay the same or even go higher

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Unless there is a one-lane bridge on the road I see no point as most of our back roads I have been on in the car or bike are safe enough to do 100 km/h without issue

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Yes I think that foot traffic has a need for slower speed limits

Do you have any feedback for a specific road where we have proposed a speed limit change?

Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Unsure

Speed Management Plan 2023
Submission



Submission ID: 71
Name: Nicholas David Jackson
Username: Nickj1622
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
I live in rural Te Puna and there is no need to reduce speeds. There is a reason we are rural and imposing lower speed limits seems utterly crazy. As long as the roads are fit for the current speed limits then why reduce them? What does this achieve? Ther

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
As above

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Rural roads have always been 100km/ and its not a target so not everybody drives them at 100km/h. As long as the roads are up to standard then why change? What do you gain? As above it just seems like your wanting to change things for the sake of it. Ther

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Add more road signage of speeds for corners etc, there was old campaign about speed limits are not a target, bring back some good adverts, signage is huge for making drivers aware of what is approaching.

Speed Management Plan 2023
Submission



Submission ID: 72
Name: Donna Joan Neville
Username: Dnevil01
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
I think there are too many limits that are already too low in this area.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
I live on a rural road that is a 100km zone but it is too narrow to be a 100km area.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Who makes the decision that an area is a priority area? What makes a place a maori community? Is it the presence of a marae? Would this make sense if the marae is located on a state highway? I don't think so.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Katikati town centre section of SH2

Road Location (town/suburb)

Katikati

Please share your thoughts

A 40km zone is too slow considering it has good pedestrian crossings and lights. Especially considering it is a state highway and driving from 80km to 40km so far away from the actual town centre is ridiculous.

Would you like to comment on another road?

Yes

Name of road

Walter Henry Drive

Road location

Omanawa

Please share your thoughts

Support this being lowered from 100. It should be 60.

Would you like to comment on another road?

Yes

Name of road

Crawford Rd

Road location

Te Puna

Please share your thoughts

The 60 km zone is too low. It should 80 like the rest of the road.

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Please consider a graduated reductions in speed. I drive a car with GPS speed monitoring and going from an 80kmh or 100kmh zone down to 30 or 40 is too fast to have to slow down, it puts my safety at risk because people

behind don't want to slow down so abruptly. An example of this is McLaren Falls Rd going into the 30kmh zone around the lake and falls. I end up having to brake from a long way before the speed zone changes, to get down to the required speed by the time I cross the geo barrier (road sign) which frustrates people behind and some of them get angry, tail gate me, overtake unsafely etc. if this was to go from 100 down to 80 it would reduce the problem slightly, but even going from 80 down to 30 before my gps unit registers a speed breach is hard under normal driving conditions. There are many commercial vehicles on the road these days that are speed monitored, and these dramatic speed changes are difficult to drive to. So my request is that say, 500 metres before a 30/40km zone, there should be a reduction to say 60, or 50 or whatever is appropriate so to allow time for a slow reduction not an unsafe rapid reduction.

Speed Management Plan 2023
Submission



Submission ID: 73
Name: Reenee Lee George
Username: ReeGeorge
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Because people drive way to fast around schools, kindergartens, preschools and child care centres plus all through towns etc

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
People drive to fast through towns and as I said past schools and daycares etc

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Above 80 is way to fast and unsafe on winding roads

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
I think daycares, kindergartens and preschools haven't had any slow signs, they need them as people speed past them even going over 50kms and kids can be near the road

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Main road, busy bees centre

Road location (town/suburb)

Katikati

Please share your thoughts

People speed past and trucks park on the yellow lines to go to the bakery across the road blocking the driveway, all is very unsafe especially if you can't see traffic coming past trucks that are on the yellow lines, also kids are there so cars and trucks speeding past driving even faster then the 50kms limit is unsafe and disgusting, it should be 30-40kms past all schools, daycares, kindergartens and preschools

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

We just need people to slow down in Katikati

Speed Management Plan 2023
Submission



Submission ID: 74
Name: Rhonda Rayner
Username: RRR
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
The speed limit is neither the problem nor the solution.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
It's an ineffective solution.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
As above.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
It's not addressing the real problems.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 75
Name: Noel Philip Monger
Username: Beksnoel
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
It's not the speed limits that are the problem but the way we drive - inattention, on mobile phones, and idiots who take no notice of speed limits regardless

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Urban areas are busy so a lower speed limit makes sense

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
We have to travel large areas living rural, and slowing down the speed limit is just ridiculous. Rural roads are not busy areas and so long as we drive with awareness and not on mobiles 100 is fine

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Again, busy ares with plenty of pedestrians need to be safe and a slower speed can help

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

No 2 Road

Road Location (town/suburb)

Te Puke

Please share your thoughts

Long straight roads do not need 80 speed limit - vision is great and the road isn't that busy. Spend money on fixing the crappy road surface just past no 1 Rd. It's had two recent attempts to fix it but is still pretty rubbish.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 76
Name: Jared Paul Taylor
Username: Jared Taylor
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Theres nothing wrong with our speed limits. Potentially directly outside a school at certain times but not the whole street. This blanket approach to slow everyone down wrong and the majority don't support it no matter what the latest bunch of NZTA bureau

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
As per my previous comment

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Again, a blanket approach to appease a small minority of whingers isn't the answer

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
A standard speed limit is fine, somehow we got to this point

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 77
Name: Kenrick Knowlson
Username: Viking
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Current speed limits are fine for competent drivers.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
In some areas for instance when heading from Te Puke in the area of Puke Pine a faster speed would be more appropriate

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
100kph is safe for competent drivers on straight or gently curving rural roads.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Having driven through Waitangi many many times I have yet to see one pupil crossing the road whilst the illuminated signs are on. If they are installed at all schools it would be the same as covering the district with Road Work signs so that when Road Works occur you are ready. Why not have pedestrian activated speed restriction signs instead?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

If variable speed restriction signs are to be installed near schools please make them user activated unlike those in Waitangi which are educating drivers to ignore them.

Speed Management Plan 2023
Submission



Submission ID: 78
Name: Marion Morag Elizabeth Hall
Username: mhall
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
I consider 50 km on rural side roads more appropriate than 80 km. Some roads are too narrow, and when accidents occur on SH2, and diversions go round, its unsafe to go at that speed. But they do.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Its safer...

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I would like to see, and have done submissions to Council before about this, a lower speed limit on our rural side roads, particularly the narrow ones -

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
No comment

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Wainui South Road

Road Location (town/suburb)

Pahoia

Please share your thoughts

When there is an accident on SH2, vehicles are diverted up Esdaile Road, and down Wainui south (or vice versa) and they go ridiculously fast, far too fast for the narrow bending Wainui south Road.

Would you like to comment on another road?

Yes

Name of road

Tim Road

Road location

Pahoia

Please share your thoughts

Please try driving down Tim Road at even 80 kmph - simply unsafe

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

All of them

Road location (town/suburb)

Western Bay rural

Please share your thoughts

As above, I would like to see all rural side roads at 50 km/h, motorbikes in particular drive passed my house like the road is a racetrack

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 79
Name: Ewa Saar
Username: ewasaar
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
I honestly think those speed limit reductions would bring more harm than good so I'm definitely in opposition to them.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Current limits are alright, no need to further increase time people spend commuting

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
As above

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 80
Name: Michael Keith Homersham
Username: Musicman777
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
I believe it is important to have speed limits in populated or high user areas.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
These are places that need cautious speed as many people are around these areas.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I would like to see the SH2 speed limit raised to at least 90kmh or back to the original 100kmh. But slower speed limits around roundabouts and high use intersections.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Yes if around high use areas

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

SH2

Road Location (town/suburb)

Katikati to Tepuna

Please share your thoughts

I would like to see the SH2 speed limit raised to at least 90kmh or back to the original 100kmh. But slower speed limits around roundabouts and high use intersections.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

That's all. Thankyou.

Speed Management Plan 2023
Submission



Submission ID: 81
Name: Natalie Valentina Raimona
Username: tillynat
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Oropi Road was changed from 100km to 80km in some areas. Areas that were 80km to 60 km these changes have improved the road immensely. I think lowering the speed limits again would be detrimental.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
What is urban/suburban is all ready fifty zone. 45km in priority areas is commonsense!

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
My Road is 100km I am comfortable driving safely at this speed. Maybe Townies are inexperienced at this speed. Townies already drive 60km in the 100 km zone lowering speed would be more comfortable for them. But for those more experienced 100km is also co

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
I live on a rural road . Speed limit is fine .

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 82
Name: Patrick Lambert
Username: Warp
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Safe road then safe speed, and falling into the road isnt safe at any speed

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Depends on the road, ie paengaroa for instance would mean more traffic moving slower making it harder to cross 36

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
80 is the sleeping speed as a regular user i struggle the most at 80 and the most crashes almost all of the crashes i have assisted witg have been 80km areas

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Within reason slowing speeds can be a double edged sword, slowing traffic builds a more constant flow making gaps smaller thwn requiring perminant crossing points with builds even more traffic

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Unsure

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

80km is a damn hard speed to concentrate on and often see a mix of frustrated with a mix of distracted on poorly maintained roads. Would far rather see open speeds rather than 100 or 80s rural.

Speed Management Plan 2023
Submission



Submission ID: 83
Name: Regan William Angus
Username: Yes
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
People & traffic are already slow. The dangerous drivers are ones who can not drive. Eg foreigners & old people. Speed reductions do not change this

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
People & traffic are already slow. The dangerous drivers are ones who can not drive. Eg foreigners & old people. Speed reductions do not change this

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
People & traffic are already slow. The dangerous drivers are ones who can not drive. Eg foreigners & old people. Speed reductions do not change this. It's a rural area you should be allowed to do 100

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
People & traffic are already slow. The dangerous drivers are ones who can not drive. Eg foreigners & old people. Speed reductions do not change this

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 84
Name: Kirti Marshall
Username: Kmarshall
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
There's alot of unused rural places where these restrictions may apply...
however safety around schools etc is important.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
I've kinda always assumed that 50 was the go to speed in urban areas- with the exceptions being 4 lane roads in and out of that area.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 85
Name: Michael John Cumming
Username: michaelcumming
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because you have gone overboard. I agree with getting the speed limits right in residential areas especially around schools but what you have put forward is ridiculous. Especially changing pretty much all rural roads to 80

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Because you have gone overboard.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Absolutely ridiculous this will cause more problems as most users will do their normal speeds and get aggravated at people following the new speed and then take unnecessary risks to pass. Rural roads are safe at the normal 100k

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
I agree with schools areas but as the rest its been takin way to far

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

If you put forward a more modest plan to target areas that have become populated that need the speeds reduced then we would agree this is honestly out the gate and I doubt you will have much support

Speed Management Plan 2023
Submission



Submission ID: 86
Name: Daniel Kenneth Young
Username: Dkyoung
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Fix the roads do not drop the speed we are in 2023 not 1983

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Roads are for getting places efficiently in vehicles.pedestrians and cyclists need to remember that and respect it

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
There is no need

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Educating the people in those communities of the risks when being near the road is far more effective and important

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 87
Name: Gendi Lee Burwell
Username: Gendi Burwell
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
safety on the roads are important, they are shared spaces with various commuters, motorbikes etc

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
this is reasonable in urban and around schools etc

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
80 is a pragmatic speed for the roads suggested. it is fast enough and also not frustratingly slow

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
there have to be priorities and these seem good

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

I support this and I hope that state highway 2 all the way to TGA from Katikati will be 80. The small stretch that is 90 seems really inconsistent, although I realise isn't the local Council's authority area.

Speed Management Plan 2023
Submission



Submission ID: 88
Name: Richard George Ellis
Username: Richard
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Speed limits are too low now

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Plenty of areas where speed should be higher

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
80k ridiculously low speed on open road

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Only for schools

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Pahoia rd

Road Location (town/suburb)

Rd2

Please share your thoughts

Proposed 60. . It's 100 now .will take forever to get home. Will be ignored anyway as will not generate enough income for the police to patrol it

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Don't reduce limits they are too low at the moment

Speed Management Plan 2023
Submission



Submission ID: 89
Name: Wiremu Henry Reihana
Username: Wiremu
Organisation (if applicable): Msketu school

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Because I am talking about a roadway outside a school that has been missed then the adjournment roads have been marked as 50km areas which I think is wrong

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Because you have missed school road the entrance to maketu school

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Still if footpaths aren't available then public will be sharing the road with traffic

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Schools are the feeding ground for the next generation

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

School road

Road Location (town/suburb)

Maketu 3189

Please share your thoughts

The speed limit hasn't been added or changed but the adjournment roads have why has school road been missed in your draft proposal

Would you like to comment on another road?

Yes

Name of road

Wilson road they are adjournment to school and further consideration needs to be taken for these areas connected to school road

Road location

Maketu 3189

Please share your thoughts

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 90
Name: Joanna Alice Linthwaite
Username: Jajec
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?

I live in Whakamarama, Leyland Road beside Puketoki Reserve, and have three children at Whakamarama School and one child that gets the college bus. The speed limit past the school on Whakamarama Road is too high and many locals and workers disregard the risk of driving past, with children and parents crossing to collect their children. The school is between two blind corners.

Also, as submitted many times before but constantly ignored, along Leyland Road it is currently 80km. Which is far from ideal. In a short distance there is two one lane bridges, three blind corners and a reserve on both sides of the road with water and walking tracks. Many locals and visitors park, walk or ride here, and cross here which is beside a one lane bridge on a blind corner that also forks off to Odey Road. It is incredibly dangerous and I have witnessed many near accidents, dangerous driving and family pets being killed. The college buses drive through here and also park and collect students. The road is narrow with no shoulder or place to walk or ride without being on the road. Leyland Road should be at most 60km with a 40-30km through the stretch by the reserve. There is no excuse, it MUST be done!

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

50km in built up urban areas is necessary for safety and should also extend to areas in semi-rural near reserves and schools.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

I mostly agree to this. Not to main high ways though. Some rural areas, whilst not built up with buildings have narrow roads with many blind corners. These need to be 60km, 80 is too fast, particularly if there are reserves and school buses and people riding bikes.

Do you agree with the priority areas that we will implement over the next three years?

Yes

Can you tell us why?

Please include narrow roads and reserve areas.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Leyland Road Whakamarama, the whole length should be 60km at most and 40-30 through the reserve area between the two one land bridges and blind corners.

Speed Management Plan 2023
Submission



Submission ID: 91
Name: Leslie Campbell
Username: 1011anothercode
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because the change to 80km was ok, but now your saying that not good

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Because you have no faxes to back it up.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

You lowered state highway 2 to 80km, and then still put round about all over the place. And going to rope the area too. Meaning no over taking for police etc, or we cant over take tractors. Safety.

Speed Management Plan 2023
Submission



Submission ID: 92
Name: Kathleen Margaret Taylor
Username: Kiwi3
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
You need to fix the roads of their potholes
Speed limit on rural roads is the least of our problems, and lower speedlimits will only increase impatience

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
To a degree areas around schools should be limited but do we really need lower speed limits in our area

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Not going to save lives
Going to make trips longer and people more impatient which will lead to more dangerous moves
Absolutely stupid idea

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
In some circumstances ,especially around schools, built up areas, but not necessarily out on the open road

Do you have any feedback for a specific road where we have proposed a speed limit change?

Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
Good chance next government will overturn some of these rules anyway

Speed Management Plan 2023
Submission



Submission ID: 93
Name: Paretaihinu Hudson
Username: Polly
Organisation (if applicable): Te rereatukahia pa

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
For the safety of children

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Safety

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Some rural residents blind cars and narrow

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
On our marae rd a lot of children use as well

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Rereatuakahia pa rd and all of Rereatuakahia rd and paper rds want 30 kph

Road Location (town/suburb)

Katikati

Please share your thoughts

Marae residents have asked to have the above roads lowered to 30kph asap

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Thank you for listening to our request for a 30kph speed limit in te rereatukahia Pa if any question please ph me pare samuels-hudson on 02108410291

Speed Management Plan 2023
Submission



Submission ID: 94
Name: Scott Weston Nicholson
Username: Scott Nicholson
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
To make our roads safer for cyclists and children, for mixed-mode transport.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
I think 40 Km/hr is better and safer for all users.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Making the roads safer for everyone.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Making the roads safer for everyone.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Te Puke town centre should be 30 km/hr

Speed Management Plan 2023
Submission



Submission ID: 95
Name: Laura Rae
Username: Launamay
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
because as the population increases tenfold in our rohe we need to have safety measures put in place now in order to cater to that

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
it makes for safer communities especially areas without footpathing

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
it will mean less lives lost speed kills

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
these areas are considered high use and need to have support to ensure the upmost safety for all.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
all areas within maketu community that are marked to remain 70km

Road Location (town/suburb)
maketu

Please share your thoughts

i strongly urge council to re look at the proposed limits in maketu and even drive the roads it is not safe in anyway to do 70km especially on little waihi rd and arawa ave 50km speed just makes more sense and makes it safer for our community memebtrs who

Would you like to comment on another road?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road
all 70km sites located in maketu community board zone

Road location (town/suburb)

Please share your thoughts

reduce all to 50, move the signage on the straight and wilson rd north out further

Would you like to comment on another road?
No

Speed Management Plan 2023
Submission



Submission ID: 96
Name: Karen Ann Maisey
Username: KAM1
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Rural areas have pockets of almost residential areas of development and residential street layout. Having a 100kph an hour speed limit in these areas is no longer practical.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
In most areas the roading network is built for this speed limit.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
80kph is a much better speed for most rural roads. Omanawa Road was changed when the last changes were made. McLaren Falls Road which joins up with Omanawa Road was not changed. Continuity must be carried out.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
I think all the roads that lead off the rural feeders roads should be changed to 50. Our Rural road is narrow and has a blind corner in the middle of it could not be travelled at 100kph without incident.

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Yes as I have previously said, Omanawa Road was changed, but McLaren Falls Road was not. As this is a natural loop of the area, I can't see why both roads don't have the same reduced speed limit.

Road Location (town/suburb)

Lower Kaimai Area

Please share your thoughts

All the roads leading off these two roads should have a speed limit of 50kph.

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

My road is Walter Henry Road. We have many families living on the road. Many of the children ride their bikes up and down the road. We have people who along the road and ride horses on the road.

Road location (town/suburb)

Lower Kaimais, Off McLaren Falls Road

Please share your thoughts

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Council should consider the speed limit for new developments that are off main rural feeder roads. They should change the speed limits as part of the RC application process. This would be a much effective time to consider this matter.

Speed Management Plan 2023
Submission



Submission ID: 97
Name: Phillip Alexander Duncan
Username: pduncan
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Safety

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Road Safety

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Road Safety

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Road , Pedestrian , Cycling Safety

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Please stick to your plan and implement these Safety measures for all Road and pedestrian users

Speed Management Plan 2023
Submission



Submission ID: 98
Name: Dennis Neal Cresswell
Username: Cressey
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?

The speed is already limited around Omokoroa point school with speed bumps and reducing the speed around the Omokoroa Town Centre is a crazy idea as this section of road is a critical tranzit area between the village and the state highway.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

The speed is already limited around Omokoroa point school with speed bumps and reducing the speed around the Omokoroa Town Centre is a crazy idea as this section of road is a critical tranzit area between the village and the state highway.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Reducing the speed to 90kph is preferred, 80 is too slow.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

The speed is already limited around Omokoroa point school with speed bumps and reducing the speed around the Omokoroa Town Centre is a crazy idea as this section of road is a critical tranzit area between the village and the state highway.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 99
Name: Esther Rachael Hutchinson
Username: Wolfie
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Because there is nothing wrong with the current speed limits. I get schools being lowered at peak school times but that's it. You were given the big thumbs down when you tried to make Te Puke Highway 80km so, what, you're trying to sneak this in this way and then to annoy everyone who lives rurally and make their travel times longer by reducing the speed limit. Do not agree.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Not all "urban" areas require a 50km speed limit. And how do you define "urban", that's the million dollar question that you will use to sneak in more speed limit changes, hey, just change the definition of "rural" to "urban" and wallah everyone will be travelling at 50km and getting no where fast.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
As advised above there is no requirement to reduce the speed limit to the 1970s in rural areas. You've tried in the past to force this upon us ie Te Puke Highway and you were told by the voting public to get lost. Stop it. Rural areas require 100km speed limits as they always have since the 70s. Is this how you try to get rural folk to move into the cities???

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Because this will have fishhooks attached as with all this "look how kind we're being" until we enforce our additional draconian laws "because you voted for it".

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

You don't care about our feedback, no governing body does, and will do whatever you want, just like you always do. We can only have a glimmer of hope that you will listen to the people, but if past experience tells us anything, you won't.

Speed Management Plan 2023
Submission



Submission ID: 100
Name: Raewyn Adams
Username: raewyna
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Don't know

Can you tell us why you gave this rating?
Poorly-worded question. It is very important to have safe speed limits. Some of the proposals are simply not necessary. Disagreement with the proposal does not signal lack of importance for the issue.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
On the whole, yes, but you are not clear enough on definitions. You have given specific details of which roads come under which category but not why - eg none of Boucher Ave is really "town centre". Overall, most urban areas should be 50kph, including the town centre and some of the "priority areas" you propose. You have not provided data on current accident rates and what improvement you expect to see. Yet you wish to inflict the costs associated with the change in rules on the general population. There are times when slowing people down is necessary and there are times when all it does is increase the overall cost to society, eg trucks taking longer to get to their destinations. We need to see a proper cost/benefit analysis before opinions can be considered to be informed and before changes can be justified. At the very least, the current numbers/cost of accidents compared to the projected improvement after the change.

The other factor against reducing limits in "town centres" is that when traffic is heavy, it goes far slower than the proposed limit anyway. When traffic is light, 50kph is fine because there are no people around.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Can you tell us why?

On the whole, yes, but you are not clear enough on definitions. You have given specific details of which roads come under which category but not why. Overall, most urban areas should be 80kph, except those with schools, etc. You have not provided data on current accident rates and what improvement you expect to see.

Do you agree with the priority areas that we will implement over the next three years?

Unsure

Can you tell us why?

Mostly yes as far as the actual areas go, but not the 30kph limit for all. I am not aware that the current 40kph is a problem and you have not provided any data on current accident rates and what improvement you expect to see.

As far as schools go, the best safety improvement would be to forbid drop off or pick up of students within 500m of the school. Encourage everyone to walk, cycle or bus as much as possible and get rid of the congestion we currently have. Or at least follow the example of Brookfield School in Tauranga where parking adjacent to the school is for no more than 5 minutes.

And as for the town centre comment - the current congestion precludes travel at anywhere near 30kph, so a reduction seems pretty pointless anyway. What problem do you expect to solve after going through the changes you propose?

And please, get rid of the incorrect apostrophe. Its presence shows that the survey wasn't properly checked before being published.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Just to reiterate - if you are going to create this long term cost on society you need to quantify the expected result - current accident data and how much improvement the changes will make. If that can't be quantified, you cannot justify the cost of the change.

Speed Management Plan 2023
Submission



Submission ID: 101
Name: Jean-Paul Henri Mathias
Username: Sprinter
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?

urban and rural speed limits are about right, except from perhaps a few areas. It would be more useful to fine all those caught in Katikati by the number plate camera who are on their phone while driving through a busy town. 40km/h through te Puke is not something people will find reasonable but in reality ghappens when traffic is busy, so why upset motorists? On the other hand, taking for example the intersection Barrett road and old highway, the first 100m each side of this T intersection having a 50km/h sign would be useful as lwi community with kids/dogs running around. while applying it personally, this is an area that may deserve a lower speed limit. But looking at Omokoroa main road, keeping that to 60km/h and 50km/h is about right and 40km/h on that main stretch will just annoy all stakeholders and not likely to be respected. Applying 40km/h or 30km/h inside new residential areas in Omokoroa may be more consistent but beek main arterial please at 50km/h.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
we already have 50km/h in urban areas

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
yes some of the feeder roads have speeds that are too high... Snodgrass and Esdaille are just two examples. Some feeder roads would be better at 60 or 70km/h but while majoirty of motorists are careful, you have the 5% cow-boy drivers.

Do you agree with the priority areas that we will implement over the next three years?

Unsure

Can you tell us why?

It is not just about Maori communities and putting signs up just is not going to make a big difference. If you want motorists to slow down, you add rumble strips or just have 5m of rougher surface before entering the slow zones.

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

yes i did above... snodgrass is a race track, part of Esdaile is too fast, intersection area Barrett and old highway in whakamarama, encourage NZTA to reduce speed at Whaka shops to 60km/h as dangerous to exit, same around Snodgrass/ Te Puna quarry road

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Generally speaking, it is pretty ok. a mirror here and there on blind corners would be nice and add a few more cameras across Whakamarama...too many boy-racers damaging the roads at intersections like Younson/old Highway... damaged seal for over 4 months now...

Speed Management Plan 2023
Submission



Submission ID: 102
Name: Stephen Bruce Hutchinson
Username: bob123
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
if the roads are maintained and in good condition it should not be needed,
which is what you are meant to provide

Do you agree with the proposed approach to apply a 50kph speed limit in
urban areas?
Yes

Can you tell us why?
cause it is 50km in and urban area

Do you agree with the proposed approach to apply a 80kph speed in rural
areas?
No

Can you tell us why?
for what point,

Do you agree with the priority areas that we will implement over the next
three years?
No

Can you tell us why?
who decides, open to abuse

Do you have any feedback for a specific road where we have proposed a
speed limit change?
No

Do you want to make us aware of any additional location on our local road
network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

if the roads are maintained and in good condition it should not be needed, which is what you are meant to provide

Speed Management Plan 2023
Submission



Submission ID: 103

Name: Tippianny Anne Hopping

Username: TippiannyH

Organisation (if applicable):

How important is it to make the proposed speed limit reductions?

Moderate importance

Can you tell us why you gave this rating?

Road quality needs to be improved & widened. Know by improving road quality there is always concerns that this will give drivers permission to speed (or more!), reality is they are going to do this regardless of speed limits. Its a tough task to police peoples speed now, let alone lowering it everywhere. Concern that this will just have more impact financially as being fined on a road if caught doing 100km/h which is what it has been for generations seems somewhat unfair.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

Yes

Can you tell us why?

Built up areas makes sense to have speed controls, think this should be a bit more consistent with rural areas.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

No

Can you tell us why?

Improve road quality and widen roads. Education on distracted driving as cell phone use is a problem.

Do you agree with the priority areas that we will implement over the next three years?

Yes

Can you tell us why?

Again built up areas with vulnerable people.

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Spencer Avenue / Kauri Place / Williams Cres / Church Road

Road Location (town/suburb)

Maketu

Please share your thoughts

Some of these roads narrow and can't cope with two way cars and definately shouldn't be 50 now eg Spencer Ave corner.

Would you like to comment on another road?

Yes

Name of road

Little Waihi Road / Wilson Road North / Bledisloe Park Road / Maketu Road

Road location

Maketu

Please share your thoughts

All these roads are 70km and too fast really for the road quality, contour and corners. Maketu Road needs to have speed signs down to 70 on the straight into Maketu, then 50 by houses.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Fix the roads!! Curbed, drainage and footpaths should be min standard unless there is a reason not too. Education on distracted driving due to cell phone use; Drink / Drug driving; Speed. Perhaps time the how to get your license system needs an update eg simulation testing.

Don't implement if police can't police it, no disrespect to police but there is insufficient resource for them to do the job to the extent of the law.

Speed Management Plan 2023
Submission



Submission ID: 104
Name: Justin Cole
Username: Justinc
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
We should not be reducing speed sun rural roads

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Safer for the locals

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Unnecessary

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 105
Name: Karen Joy Taylor
Username: wombling
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
There are other things that are more important such as improving the quality of the roads, first. Current limits are slow enough already.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
The current speeds are fine as they are.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
The Pahoia main road 60km section is way too long.

Road Location (town/suburb)
Pahoia main road.

Speed Management Plan 2023
Submission



Submission ID: 106
Name: Ivan Davie
Username: ivandavie
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Have kids

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Too fast

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Saftey

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 107
Name: Mark Hopping
Username: Mark Lindsay Hopping
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
Why don't we spend this money on 'Fixing the Roads' and 'Real/physical' driver education and training

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
I feel that the current 50kmph speed limits that are currently in action, shall stay with the exception of schools, Marae (on case by case), and from local community boards, whereby the local community (the voice of the people) say otherwise, or where the

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I do not support the proposed 80km/h blanket approach.
Why don't we spend this money on actually fixing the roads (We can't even get this done in our district)
NZ lacks the resources to enforce our current speed limits...

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
I support what I said in #4.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 108
Name: Ben Neilson
Username: neilsonben
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
100 k is fine

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 109
Name: Roberto Bellotto
Username: Turntable
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Some areas like schools etc definitely need addressing, however, proposals go too far.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Speed limit reduction below 50km in town centres etc. unnecessary and won't improve safety

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 110
Name: Katrina O'Dea
Username: KatrinaFO72
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?

The volume of traffic since the construction of the Bayfair overpass has increased hugely! The road has bad hairpins in it and the speed of the traffic has caused too many accidents with cars ending upside down in our driveway. It's a miracle no one has been killed :(

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

The road has bad hairpins which have resulted in 5 accidents in the last 12 months due to speed and driver error. The road is very narrow and passes several steep hidden driveways that have very limited views to exit onto the road from both directions. We have lodged numerous calls expressing concern over the road. We would like to propose the speed limit to be consistent with either end of this section of road (50km-60km. That way the reduce speed area would also encompass the Welcome Bay Hot Pools.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Welcome Bay Road

Road Location (town/suburb)

431 Welcome Bay Road

Please share your thoughts

As per Question 8

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 110
Name: Katrina O'Dea
Username: KatrinaFO72
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
431 Welcome Bay Road, Welcome Bay, Tauranga 3175, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
This section of road is notorious for accidents resulting from speeding drivers. There is dangerous hairpins, a narrow road and steep driveway's with limited visibility making it extremely hazardous for residents trying to exit their properties. Either reduce the speed or place speed bumps on either side of the hairpins to slow traffic down.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Do you agree with the priority areas that we will implement over the next three years?
Yes

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 111
Name: Robert Humphrey Hugo Cross
Username: Robert
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Don't feel things are out of hand now

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Seems reasonable

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Seems reasonable

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
No mention of what you intend to do. Why are Māori singled out - surely everybody is equally as important

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Don't know which roads are going to change - not possible to answer Theo's question if I don't know which roads are being considered

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 112
Name: Daina-Jane Cunningham
Username: Daina654
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
Firstly, for safety. Secondly, to allow for safer environments for pedestrians and cyclists.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
As more higher density is applied it is not appropriate for these areas, for suburban areas where houses are spaced out more it is potentially appropriate provided the volume of cars is low.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Can you tell us why?
I agree with the 80 km per hour for rural roads within a kilometre of a town centre.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Main road, Fairview Road

Road Location (town/suburb)

Katikati

Please share your thoughts

Main road - I do not agree with keeping the katikati town centre at 50 km per hour as it is a statehighway. First and foremost it is still a towncentre, with town centre activity. This is taking a throughput approach rather than a safety approach for the residents and visitors of Katikati. It would also reduce noise. Additionally, it difficult to travel at 50 km as traffic naturally is slower during the day. The slower speed area needs to extend all the way to the countdown and people are still driving through katikati at 100/80 km an hour, especially trucks. If the speed is dropped to 40 km and they are travelling 80 km then the higher fines and enforcement is applied. If possible we need speed cameras through katikati because so many people speed.

Fairview road when it connects to Main Road is a shambles at 8.30 in the morning. If traffic is slower then people can actually find gaps.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 113
Name: Brent James Clinton
Username: Brent C
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
I don't agree with changing the speed limits

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Experience has shown most drivers will ignore the lower speed limits. Slower drivers will frustrate other, which will result in people passing, leading to an increase in dangerous driving.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Drivers will get frustrated and pass slow vehicles, leading to an increase in hazardous driving and accidents.
People get bored driving at slow speeds, leading to inattention and an increase in accidents.
Slower driving leads to loss of enjoyment.
Drivers

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
It is unnecessary. Just enforce the laws that are already in place. For example, very few drivers observe the current speed restrictions for passing stopped school busses.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 114
Name: Lenny Andrew Beaufill
Username: Lennie
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Coz it is literally just another thing for the council to waste money on

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
Is this not already a thing ?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Example; Te Puke highway, it is safe to drive 100km yet most people already do 60, it is a highway not an urban road

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Bigger waste of time than the cycle lanes

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Te puke highway

Road Location (town/suburb)

Te puke

Please share your thoughts

The reason is in the name of the road, it is a highway, a main highway for the whole population of Te Puke, the Main Street in town has been slowed enough

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Unsure

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Just stop wasting time and money, by reducing te puke highway speed you are trying to make people use the toll road

Speed Management Plan 2023
Submission



Submission ID: 115
Name: Emilia Edwards
Username: Emilia
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
You want to reduce ridiculous amounts that will only make bad drivers drive worse

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
That will change nothing but our money as everyone will get fines

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Don't reduce rural speed limits. You'll as 20% to driving time for people who travel the roads

Speed Management Plan 2023
Submission



Submission ID: 116
Name: Brent McDowell
Username: BrentM
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
A blanket, knee jerk reaction is not suitable nor well thought out.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Will cause congestion and frustration with drivers.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Majority of roads are well suited to travel at 100km/h. Drivers travel at this suitable speed dependant on conditions and areas. Again, trying to blanket fix something will have little to no effect only causing angst within the community, those who actually know use these areas well. Those who do not know the areas, travel at reduced speeds anyway. This is what is observed currently. Remember, its a limit not a target.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Cause by case if a genuine issue. Again not a blanket fix.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Talk to the people, not making huge effect changes via what presents as sneaky or poorly advertised survey to resolve an "issue" that may have been raised by a small minority? These current speeds have been in place for many generations in these areas. This all while the roads have been widened, surface improvement, sharp corners dulled and not to mention car safety and vehicle ability has dramatically improved. And we want to DECREASE the speed? Please don't assume this is a good idea.

We have a generational view of these rural roads.

Speed Management Plan 2023
Submission



Submission ID: 117
Name: Jane Michelle Thomas
Username: Jmt3006
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
The roads need to be made safer and certain areas need to be lower speed limits, like schools and busy areas. But some if the proposal is absolutely ridiculous lime ALL RURAL roads.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
More populated, busy traffic, pedestrians, cyclists etc

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
1. ABSOLUTELY RIDICULOUS PROPSAL. I've lived rural my entire life. Traffic is not as heavy on rural roads and the majority of people drive to the conditions.
2. How are you going to police every single rural road?
3. Those driving at 80km only annoy other drivers, who will then pass in dangerous places which will cause more accidents. I have jist moved back to te puke from Lake Rotoma. They have just reduced speed limit to 80km all the way on SH35. I have seen some very bad passing manouvres due to this! This is the craziest, most stupid idea anyone has thought of and WILL NOT stop crashes or lower the road toll.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

EVERY SINGLE RURAL ROAD! stupid proposal.

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

If my feedback is important, please give me a call about this to explain why rural.roads are going to 80kmn.

Jane 027 4756543

Speed Management Plan 2023
Submission



Submission ID: 118
Name: Nicole Thomas
Username: Nictho21
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
It is ridiculous and will only cause angry frustrated people

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
We don't need to drive that slow

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Most rural roads can comfortably be driven faster especially for people driving those roads every day. What a joke.

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
I agree with lower limits around schools, communities and main town areas but not rural roads

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 119
Name: Josh McBride
Username: McBride
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Driving already consumes too much of my time.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Driving already consumes too much of my time.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Driving already consumes too much of my time.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Absolutely keen to keep people safe. In high risk zones.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 120
Name: Stronach Mitchell
Username: Douglasa31
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Absolutely ridiculous proposal to put a bandaid fix on existing council incompetence at being able to maintain the roads. Just going to cause more frustration and anger amongst drivers.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
See above

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
See above

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 121
Name: Gail Miriam Bray
Username: Hawaiihibeach
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?

The roads have been improved dramatically. You already lowered it to 80 to get to Tauranga. It used to take 45 minutes to get there from Waihi Beach, now it takes a 1 hour 10. Any lower it will not be a commutable distance for workers travelling daily or people to get to appointments anywhere in Tauranga. You can't keep lowering speeds it's now ridiculously controlling.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

Keep things exactly as they are there are approaches to towns where there are hardly any houses, 60 or 70 is fine.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

What is the need for this? Rurally there is minimal traffic on a lot of long roads, roads around the area, up into the kaimais would again be turned in to non commutable drives to work, school, appointments, shopping.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

These already have very low speed limits

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
It's a waste of our council money and who is going to police it all, the Police are already way overstretched.

Speed Management Plan 2023
Submission



Submission ID: 122
Name: Jenny Sara Stephenson
Username: Girl32nz
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Country people manage speed safely, on local roads. it is state highways where speed needs to be reduced especially in hot spots for accidents

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road

SH2 Old coach road intersection

Road location (town/suburb)

Otamarakau Pukehina

Please share your thoughts

This section of state highway 2 at Otamarakau is very dangerous, steep and high use by school children.

Speed Management Plan 2023
Submission



Submission ID: 123
Name: Daniela Marti
Username: Nela.marti
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
The speedlimits are already they way they should be. There are already reduced speed limits around schools and other important infrastructure.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Some areas are very small settlements and I don't think it's worth dropping it to 50 in all areas

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Definitely a big NO!! 100kph is fine. I come from a place where it's 80kph on country roads. However there's barley 1 or 2km in between townships so you wouldn't really be able to speed up to 100kpm where as here you have massive distances between townships so I don't see the need to drop the speedlimit. It's perfect the way it is and it's not making the areas any safer. At least in switzerland, we also have the highways (autobahn) to get to bigger places fast where you're allowed to drive 120kph. And there is nothing similar here...

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Definitely a big NO!! 100kph is fine. I come from a place where it's 80kph on country roads. However there's barley 1 or 2km in between townships so you wouldn't really be able to speed up to 100kpm where as here you have massive distances between townships so I don't see the need to drop the speedlimit. It's perfect the way it is and it's not making the areas any safer. At least in switzerland, we also have the highways (autobahn) to get to bigger places fast where you're allowed to drive 120kph. And there is nothing similar here...

Speed Management Plan 2023
Submission



Submission ID: 124
Name: Paul James Hickson
Username: Paul Hickson
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Some road speeds are too high around schools in particular.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
The Te Puke Highway from the Paengaroa Roundabout to Welcome Bay Roundabout, apart from the Te Puke Urban area should remain at 100km. It is a safe wide highway.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Te Puke Highway

Road Location (town/suburb)

See answer in previous section about this.

Please share your thoughts

Would you like to comment on another road?

Yes

Name of road

Old Coach Road from where Swap's widened it west of the Puanene to the school must have a reduced speed limit owing to entrances to houses and orchards/.

Road location

Please share your thoughts

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Good idea to reduce speed limits on winding rural roads. You should also try to solve the problem of boy racers on the corner of Old Coach Road and Pongakawa Station Road.

Speed Management Plan 2023
Submission



Submission ID: 125
Name: Nicole Clarke
Username: rkstr626
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Speed is what causes the harm, and we don't need high speeds on our roads

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
50 should only remain on major urban arterial roads, everywhere else that is just plainly a residential street should be reduced to 30 to make it safer for those living there. There's no need to go 50 on most streets.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
100 is too fast for our rural roads. People don't drive 100 on average anyway. 80 is much more sensible, and in some cases 60 would be more appropriate like on a gravel road.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

I think you have taken a sensible approach to this contentious subject, I hope the wider community can see this and it progresses at least as proposed, or with further reductions in urban areas. Many councils in the country have been cowardly about this subject and opted to wait vague promises of an incoming government. I encourage elected members to understand the facts and evidence behind this work, and make the tough decisions required to improve the lives of our communities. thank you.

Speed Management Plan 2023
Submission



Submission ID: 126
Name: David John McConnochie
Username: dmcconnochie
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Process is completely unnecessary, driven by NZTA, and bunch of people in council that think they now better than society. Feels like this is trying to be pushed through before a new Government is formed

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
This makes sense to me

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Completely ridiculous to reduce rural roads to town speed of 60 km when you have to drive up to 20 km at these speeds - your obviously got rocks in your head. This clearly will slow business and just add drive times to peoples journeys. Don't disagree around schools with a variable rate, but the rest is just nonsense. When I've travelled around the world and local governments start making ridiculous rules the population just ignore the rules. Case in point - The Napier Taupo Highway.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Poor consultation, need to wait for direction from the new Government.
Waste of ratepayers money!

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Snodgrass Rd, Te Puna Rd, Armstrong Rd, Minden Road, Te Puna Station Road

Road Location (town/suburb)

Kaimia

Please share your thoughts

Just NO! should stay at 80

Would you like to comment on another road?

Yes

Name of road

LANCASTER ROAD

Road location

Katitkati

Please share your thoughts

Should drop to 80, not 60

Would you like to comment on another road?

Yes

Name of road

TEIHANA ROAD

Road location

Kaima

Please share your thoughts

No - stay the same

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

MACDOUGALL QUARRY ROAD, TE MATAI ROAD, PONGAKAWA SCHOOL ROAD,
RANGIURU ROAD, TE PUKE HIGHWAY

Road location (town/suburb)

Te Puke, Maketu

Please share your thoughts

No need to change once again

Would you like to comment on another road?

Yes

Name of road

PLUMMERS POINT ROAD, PAHOIA ROAD

Road location (town/suburb)

Kaimia

Please share your thoughts

Should stay at 80km, possible slow where cyclist use the road

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Council (particularly the CEO and council workers) has to stop thinking they knows better than the public> I could spend so much more time on this, but sadly I suspect this consultation is just a formality, so that they can say you have listened, and then go ahead anyway.

Speed Management Plan 2023
Submission



Submission ID: 127
Name: Richard John Warren
Username: Richard Colleen Warren
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Your map states Beach road katikati is 80kpm.
It should be lowered or islands to slow down speeding traffic like you have at Clarke road Te Puna.
Beach road katikati is a drag strip and needs judder bars to slow the traffic as it's a cycle way with No footpaths, so public walk on the side of the road.
Just waiting for someone to be hit.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
Don't lower the speed limit in Katikati, as traffic has to be moving quickly to clear the queues.
But if only NZ Transport and Council would Build the By Pass as promised.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Can you tell us why?
Beach road katikati needs special treatment to reduce speeding traffic and safety for pedestrians and cyclists.
Some rural roads, 80kpm is to fast for the narrowness.
I

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?

Katikati needs the By Pass to reduce congestion.
Stop Heavy vehicles coming through Katikati

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
As above Beach road katikati

Road Location (town/suburb)
Katikati

Please share your thoughts
As above, reduce speed by judder bars, island like Clarke Road Te Puna, or speed cameras.

Would you like to comment on another road?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
Get Katikati a By Pass sooner than later.

Speed Management Plan 2023
Submission



Submission ID: 128
Name: Nina Ellen Ellison Linton
Username: Nina.linton
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Important for high priority areas to be reduced but as somebody who commutes for work very low importance for rural roads to be reduced

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Yes as high density areas should have lower speed limits

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
I commute this would lengthen my commute significantly. I would move out of the district if this was to happen.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
It makes logical sense

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Speed Management Plan 2023
Submission



Submission ID: 129
Name: Rowan Meredith
Username: Rowan777
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Speeds are safe and currently too low

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Current Speeds are safe and currently too low

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Current Speeds are safe and currently too low

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Omanawa rd

Road Location (town/suburb)
Tauriko

Please share your thoughts

Speed was dropped to 80 recently which is far too slow, it was safe at 100

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Omanawa road

Road location (town/suburb)

Tauriko

Please share your thoughts

The recent restriction in speed limit to 80 should be removed and reinstated to 100

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Stop dropping speed limits to ridiculously low limits

Speed Management Plan 2023
Submission



Submission ID: 130
Name: Matthew Kenneth Warren
Username: Wazza
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
Observed too many near misses and distracted drivers

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Vehicle and people density means more time needed for drivers.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Lots of orchard and agricultural machinery on the road. Most roads not suited for 100km.
80km more fuel efficient

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Need to be well sign posted.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

All rural roads off the highway

Road location (town/suburb)

Bay or Plenty

Please share your thoughts

Living on Lockington Road it amazes me that the highway is 80km then you get on a side road which is not as wide, has no side barriers or recommended corner speeds and the limit goes up to 100km. Young drivers take their cars on these roads because they can go faster, putting all those that live on it in danger. I have witnessed the results of this a dozen times.

Speed Management Plan 2023
Submission



Submission ID: 131
Name: Pedro Refinetti Rodriques Martins
Username: Pedro
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
50kph in urban areas and 80kph in windy rural roads is pretty much standard elsewhere in the world to keep people safe. Current limits are too high for our network (and people drive over the limit anyway)

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
See item 2

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
See item 2

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
See item 2

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.
I would like to see more enforcement of speed limits, in particular around schools. Speed cameras are great tool for that.

Speed Management Plan 2023
Submission



Submission ID: 132
Name: Christopher Alan Dever
Username: Chris.Dever
Organisation (if applicable): Waireka Consulting

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Seems to be ok in default 50kmph for urban.
"Road to Zero" no longer govt policy

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
Roads that are designed to be 100KMH roads should have that speed Limit. Remember speed limit is NOT a goal speed. It's the speed at which you get a ticket. We should all drive at a speed that is safe under the traffic and weather conditions

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

"Road to Zero" is no longer going to be policy

Speed Management Plan 2023
Submission



Submission ID: 133
Name: Deborah Jennifer Lawton
Username: Tarrlink
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Speedy drivers on sh 2 - over wairoa bridge.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Speed kills. Need speed cameras.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Too many people on drugs - n driving too fast.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Why not?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Make sure all authorities reduce speedlimit from bethlehem to te puna (sh 2) to 50km. I turn R to cross wairoa bridge to bethlehem 'n drivers on the peddle becos temporary 90km sign.

Road Location (town/suburb)

Bethlehem.

Please share your thoughts

Te puna.

Sh 2

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

I drive 60-70km on wairoa, crawford, poripori on way to our farm.

Speed Management Plan 2023
Submission



Submission ID: 134
Name: Garry Newson
Username: GarryN
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?
Driving slower will not improve drivers abilities

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
50k is fine but 40 down to 30 is stupidity as it will encourage drivers to do something stupid

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Most of rural roads have residential areas and they often do not look out when leaving or returning to home

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Because it should be only implemented around schools

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Omokoroa road

Road Location (town/suburb)

Omokoroa

Please share your thoughts

All this is for speeding fine If you genuinely want road to zero make all roads one way and single lanes Ban push bikes and fence walk ways next to roads Build over or under walkways at regular intervals Other than that your pushing shit uphill

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Yes scrap it or raise driving age to 40

Speed Management Plan 2023
Submission



Submission ID: 135
Name: Linda Glenys Mitchell
Username: Mitchell L
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Some zones don't really affect me, but others do in a big way.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
I thought it was already 50km!

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
The amount of traffic that travels faster than the current speed limit is ridiculous - dropping the legal limit to 80 will increase the number of speeders and make it even more dangerous. 80 is an uncomfortable speed to drive and unless the Police are go

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Need to look at the problem areas first.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Pukehina Beach Road

Road Location (town/suburb)

Pukehina

Please share your thoughts

The road is in pretty good condition and it is quite safe to drive at 100kph - dropping it to 80 will made the plonkers to undertake stupid overtaking moves. Speed/road conditions are not the issue - dumb driving moves are!

Would you like to comment on another road?

Yes

Name of road

Te Puke Highway

Road location

Paengaroa to Te Puke Township

Please share your thoughts

There is no need for the speed to be reduced on this road as the only problems are at give way corners, where people pull out into traffic at the wrong time/speed. Again, driving is the issue not the road!

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Is this worth the time and effort (and money) being put into it? There could be much better use of funds and time.

Speed Management Plan 2023
Submission



Submission ID: 136
Name: Chris Thomas
Username: CHRISTH
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
I feel that it is more the poor standard of driving rather than speed that causes problems. Every town in the UK has at least one driving school whereas in NZ it is rare to see a driving school.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Speed is not the main issue, the poor standard of driving is .There needs to be more registered driving schools

Speed Management Plan 2023
Submission



Submission ID: 137
Name: David Francis Whittingham Bagley
Username: David Bagley
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
current speed limit on Francis Rd is way too high

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
current and planned population growth in the area requires lower speed limits for people safety

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
already stated that 80kph on Francis Rd is way too high

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Have identified Francis Rd as being too high at speed limit of 80kph

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Francis Rd - you say will reduce from 100kph to 80kph. Signs already have a limit of 80kph and this is way too high

Road Location (town/suburb)

Francis Rd, Whakamarama

Please share your thoughts

already provided comments several times above

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 138
Name: Julie Faye Sheddin
Username: jfs
Organisation (if applicable): n/a

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?
It will cost money and time to change, with not a lot gained

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Because urban areas are more populated it is important for safety

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
With recent work completed on a lot of roads they are safer and can be traversed at a higher speed

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Safety!

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Unsure

Speed Management Plan 2023
Submission



Submission ID: 139
Name: Robert Edward Hicks
Username: Login
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
State Highway 2 Te Puna to Katikati is now restricted to 80km/h but many of the secondary roads off the highway are still open road (100km/h). This makes no sense!

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Francis Road

Road Location (town/suburb)
Omokoroa

Please share your thoughts

Francis Road is only 700m long yet has an open road speed limit of 100km/h. It is accessed from state highway 2 which has an 80km/h limit. This makes no sense that the speed limit has not been lowered long ago in line with the Highway limit.
Unfortunatel

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 140
Name: Kevin Frank Short
Username: KevShort
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Low importance

Can you tell us why you gave this rating?

While speed reductions are necessary around schools and some areas, the ideological blanket reductions in safe low accident areas is ridiculous, alienates safe responsible drivers and adds to their stress levels and wellbeing.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

In fully urban areas yes. However in some urban areas there are roads designed as high traffic arteries between major destinations. These should be 60.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Most rural roads in this area are smooth, well sealed with good visibility. Traffic is generally low and many are driving for business/work etc. Except in a very limited number of areas, rural drivers are very strongly against any reduction and this would affect their stress levels which are already high in the horticultural/ farming sectors. Currently there are not many accidents. The mayor said in his video "This speed is unsafe for such roads" (re 100kph) This is a completely unsupported statement that he expects the community to accept blindly. A very good example of how out of touch the council.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?

Not rural roads. The quote from 6 above shows a blanket will be applied to all rural roads. Not some as you state here.

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

The Te Puke highway to Welcome Bay rd.

Road Location (town/suburb)

Te Puke

Please share your thoughts

Most of the time traffic travels at 80 kph when it is free flowing and not congested. It is calm & flows ok. However there are negligible crashes and 100kph should be left for low traffic times when freight contractors etc can keep their productivity high.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

This ideological approach to blanket speed reductions just alienates most people. The law abiding responsible drivers feel they are being penalised because of the antisocial behavior of a few. Reading reports of serious crashes shows that they are predominantly caused by: people driving EXCESSIVELY over the speed limit, or with drugs in their system, or badly distracted. These causes must be addressed first.

Speed Management Plan 2023
Submission



Submission ID: 141
Name: Neville Vincent Tamasese
Username: NevilleT
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Moderate importance

Can you tell us why you gave this rating?
Cause reducing speed limits causes more frustration and people take more risks in passing

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?
Again causes frustration in motorists

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Why only include Māori communities

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?
Yes

Name of road
te matai rd

Road location (town/suburb)
Te Puke

Please share your thoughts
Trying to exit Te matai rd onto the main rd is to busy

Would you like to comment on another road?
No

Speed Management Plan 2023
Submission



Submission ID: 142
Name: Adele Alexander
Username: nzdelly
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?

I believe that there are areas in Te Puke - where the speed limit should be reduced as you have outlined near schools. However these reductions in speed limit should be only for 30 mins to an 1 hour before school starts and 30 mins to an 1 hour after school ends. Should not be all the time as the roads are then used by other people driving the streets and not necessarily part of the school. Also the children & teachers will be on school grounds so not busy with comings and goings. I would also like to see speed cameras in these areas where the reduction of the speed limits around school is applied. This would then ensure that drivers drop to the speed limit during the times when schools have a lot of coming and goings - making it safer. With the speed cameras I do think that the flashing speed limit sign and notification that there is speed cameras should be made known to drivers, so they know they are about to enter into a 30km zone and that if they do speed they are likely to get a speeding ticket. I don't feel that the streets that the schools are on are reduced to 30km at all times, just an hour before school starts and then an hour when school ends, at other times it can still be 50km zone.

I don't believe that the main town road needs to be reduced to 30km at this time, however would be happy for it to be reduced to 40km around the main streets of our town eg: Jellicoe Street (from No 1 Road, through to last roundabout heading towards Tauranga), King Street, Oxford Street up to Queen Street and Queen Street (starting at Oxford) up to the 2nd roundabout (where Countdown is). Jocelyn Street starting from Station Road up to the fire station. The proposed zone of 30km is quite wide and I don't believe this needs to be done so far. I agree with Commerce Lane being kept at 30km as that is a busy lane with traffic coming in and out of many businesses and also the carpark.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Urban streets should be 50km zones - except I believe around schools it should be varied from 50km to 30km at times as I have indicated above.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

No

Can you tell us why?

Don't believe that the rural road speed limit needs to be reduced. Roads could be better and possibly the identified bad/hazardous parts of a rural road (eg Te Matai Road has a lot of accidents in certain parts - this area could be reduced to 80 - to make drivers slow down)

Do you agree with the priority areas that we will implement over the next three years?

Yes

Can you tell us why?

Priority areas in Te Puke being: Schools with variable speed limits. Urban streets to be kept at 50km zone

No to reducing the rural speed limit to 80km. No to town centre being reduced to 30km, however would be happy for it to be 40km zone - see above where I would propose the 40km zone to be.

Do you have any feedback for a specific road where we have proposed a speed limit change?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 143
Name: Chris Elizabeth Creighton
Username: ChrisCreighton
Organisation (if applicable): Kauri Point Ratepayers Association

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Kauri Point Road is a two lane road with several blind corners and over 70 entrances/driveways along its length.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
Safety of children and other people

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Kauri Point Road

Road Location (town/suburb)
Tahawai

Please share your thoughts

We requested feedback from our members and the overwhelming majority were in favour of 80k for this road.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Speed Management Plan 2023
Submission



Submission ID: 144
Name: Robyn Lose
Username: Bossbaby82
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
We have a lot of inconsiderate people that enter our village at ridiculous speeds, we need to do something now for our tamariki, mokopuna.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Everyone just needs to learn to slow down, the best way to learn is practice and action.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Can you tell us why?
I think the more open longer rural roads need to reduce to 80 not all, i guess the stats of deaths on rural roads would give a clear indication if the speed needs to reduce or not. If we haven't had many deaths on our rural roads then we should be sweet.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?

Wilson Rd South

Road Location (town/suburb)

Maketu

Please share your thoughts

Move the point of transition for speed reduction atleast 400m back from where it currently is.

Would you like to comment on another road?

Yes

Name of road

Maketū Rd

Road location

MAKETU

Please share your thoughts

Move the point of transition for speed reduction atleast 400m back from where it currently is.

Would you like to comment on another road?

Yes

Name of road

Arawa Ave

Road location

Maketu

Please share your thoughts

Reduce significantly r

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Main roads coming into Maketu.

Road location (town/suburb)

Maketū

Please share your thoughts

Te Kura o Maketū and Te Wharekura can create customized bilingual road signs that's encourage our whānau to slow down.

Would you like to comment on another road?

No

Name of road

Road location (town/suburb)

Please share your thoughts

Would you like to comment on another road?

Name of road

Road location (town/suburb)

Please share your thoughts

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

I recommend that the transition points of speed reduction be moved 400m back from what it CURRENTLY AND A BIG NO TO SPEED HUMPS?

Speed Management Plan 2023
Submission



Submission ID: 145
Name: Kylea Marie Grayling
Username: kylea.grayling
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
274 Hot Springs Road, Tahawai, Katikati 3178, New Zealand

Category
Provide us with further information.

Tell us why you feel that way about the speed limit on that road.
This piece of road needs to be 30kph as with the campsite children ride and walk along this stretch of road and there are no footpaths for them to do so.
Traffic speeds along this stretch of road

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Do you agree with the priority areas that we will implement over the next three years?
Yes

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 146

Name: Susan Margaret Lean

Username: WBSue

Organisation (if applicable):

Submitted via Online Mapping Tool

Address

34 Mayor View Terrace, Waihi Beach 3611, New Zealand

Category

The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.

All residential road speeds should be reduced because of safety children, walkers, cyclists...50 km is totally inappropriate if you're interested in community health & safety

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

No

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

Yes

Do you agree with the priority areas that we will implement over the next three years?

Yes

Additional Comments

Speeds on ALL residential roads should be reduced. Its crazy to have drivers of cars and trucks traveling at 50km on narrow residential streets.

Speed Management Plan 2023
Submission



Submission ID: 147
Name: Kenneth James Coulam
Username: Kaycee
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
26 Ballantyne Way, Aongatete, Katikati 3178, New Zealand

Category
I think the current speed limit should be kept the same.

Tell us why you feel that way about the speed limit on that road.
I think 40k would be appropriate for Ballantyne Way, 30k would be fine for side streets

Address
143 Sharp Road, Aongatete, Katikati 3178, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
Sharp Rd is used by many walkers and cyclists and 80k is too fast for a narrow road with no footpath. 60k or 70k would be safer.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Do you agree with the priority areas that we will implement over the next three years?
Yes

Speed Management Plan 2023
Submission



Submission ID: 149
Name: Sally Hickson
Username: Sally Hickson
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
880 Old Coach Road, Pongakawa, Te Puke 3186, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
I agree with the speed limit change around Pongakawa School but recommend it be extended to past 827 Old Coach road due to the fact there are a lot of houses that house school aged children /kiwifruit accommodation down this side of the road.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Do you agree with the priority areas that we will implement over the next three years?
Yes

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 150
Name: Tammy Webb
Username: Tammy Webb
Organisation (if applicable): Te Kura O Te Moutere O Matakana

Submitted via Online Mapping Tool

Address
183 Opureora Road, Matakana Island, Tauranga 3172, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
No footpaths for our primary aged children who walk to school. Blind corners.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Do you agree with the priority areas that we will implement over the next three years?
Yes

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 151
Name: Te Uta Roretana
Username: Uta
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
80 Matakana Point Road, Matakana Island, Tauranga 3172, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
Lower speed - road is still gravel - narrow and dusty. All the roads on the Island are pretty sub standard in that they are narrow and some are still gravel.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Do you agree with the priority areas that we will implement over the next three years?
Yes

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 152
Name: Xinghao Chen
Username: Xinghao Chen
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
476 Whakamarama Road, Whakamārama, Tauranga 3179, New Zealand

Category
I agree with the proposed speed limit change.

Tell us why you feel that way about the speed limit on that road.
Agree with the proposed 30km/h. Should the permanent speed be 80km/h instead of 60k?

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Do you agree with the priority areas that we will implement over the next three years?
Yes

Additional Comments
Urban areas can also be lower than 50km/h.

Speed Management Plan 2023
Submission



Submission ID: 154
Name: Elisabeth Jane Mary Andrew
Username: Liz Andrew
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
1221 Te Puke Highway, Te Puke 3186, New Zealand

Category
Provide us with further information.

Tell us why you feel that way about the speed limit on that road.
Potentially confusing through here, moves from 50, 70, 80, 60, 30, 60, 80 within 3km

Address
1499 Te Matai Road, Te Ranga, Te Puke 3188, New Zealand

Category
I agree with the proposed speed limit change.

Tell us why you feel that way about the speed limit on that road.
Primary school

Address
659 Rangioru Road, Rangioru, Te Puke 3188, New Zealand

Category
Provide us with further information.

Tell us why you feel that way about the speed limit on that road.
I agree with the proposed speed limit change.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Speed Management Plan 2023
Submission



Do you agree with the proposed approach to apply a 80kph speed in rural areas?

Yes

Do you agree with the priority areas that we will implement over the next three years?

Yes

Additional Comments

Urban areas can also be lower than 50km/h.

Speed Management Plan 2023
Submission



Submission ID: 157
Name: Kristina Anne Barratt-Boyes
Username: kbb
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
139 Hereford Road, Oropi, Tauranga 3173, New Zealand

Category
I think the current speed limit should be kept the same.

Tell us why you feel that way about the speed limit on that road.
Please don't reduce the road speed on Hereford Road. There is no traffic, few houses. The road is safe.
Don't make living rural more of a barrier to getting around.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Do you agree with the priority areas that we will implement over the next three years?
No

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 158
Name: Bernice Jocelyn Stasiewicz
Username: Bernie.Staz
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
952 Old Coach Road, Pongakawa, Te Puke 3186, New Zealand

Category
I agree with the proposed speed limit change.

Tell us why you feel that way about the speed limit on that road.
This area around the Pongakawa School is very busy with cars/buses at child drop off and pick up times. There are also many children walking to school from local homes on Old Coach Road and Pongakawa School Road. For this reason the speed limit should be below 50kph (eg. 40kph) during these critical hours (eg. 8:00 to 9:00 and 15:00 to 16:00). During school hours (eg. 9:00 to 15:00) an appropriate limit could be somewhat higher, perhaps 60kph?

Often there is a concentration of cars at the Pongakawa Hall and Action Centre during social functions and sporting activities with pedestrians crossing the road from cars parked opposite the school and hall.
There is an example of a scheme at Waitangi on the Te Puke Highway for "Te Kura Kaupapa Maori o Te Matai" school that may be appropriate for this situation.

Address
880 Old Coach Road, Pongakawa, Te Puke 3186, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
There are many houses on Old Coach Road between about 816 Old Coach Road to the Pongakawa School. Many school age children use the stretch of road to walk to the school or catch the bus to other schools.

Speed Management Plan 2023
Submission



Since the road had been recently upgraded/widened it has been noticed that traffic speed tends to be somewhat higher than before. Even with the improved visibility getting access to the road from my driveway, the higher traffic speed can mean getting caught out trying to enter Old Coach Road. Instead of the proposed 80kph perhaps 70kph would be more appropriate? Since my residence/house is also close to the road, there is a noticeable shaking of the house with heavy vehicles such as cattle trucks speeding by.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

Yes

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

Yes

Do you agree with the priority areas that we will implement over the next three years?

Yes

Additional Comments

Speed Management Plan 2023
Submission



Submission ID: 161
Name: Tracey Crosby
Username: Tracey Crosby
Organisation (if applicable):

Submitted via Online Mapping Tool

Address

431 Welcome Bay Road, Welcome Bay, Tauranga 3175, New Zealand

Category

The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.

This piece of road has a couple of hairpin corners on which there have been more than 5 accidents in the last 12 months. The road is narrow and passes several hidden driveways that have limited views to exit onto the road from both directions. There is no pathway or area where it is safe for cyclists or pedestrians where the cars go at a speed too high to navigate the corners. We have made numerous calls expressing concern over this road and in this time have had 2 cars spin off the road and end up in ours and the neighbours driveway. We have proposed the speed limit should be consistent with either end of this section of road (60km)

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

No

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

No

Do you agree with the priority areas that we will implement over the next three years?

No

Additional Comments

Community feedback needs to prioritise roads where multiple people have expressed concern eg section in my feedback

Speed Management Plan 2023
Submission



Submission ID: 163
Name: Kate Susan Pomare
Username: Kate Graham
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
Pukehina, Te Puke, Bay of Plenty, New Zealand

Category
The speed limit should be lower than what's proposed.

Tell us why you feel that way about the speed limit on that road.
Pukehina parade is way to fast

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Do you agree with the priority areas that we will implement over the next three years?
No

Additional Comments
Increasing commuting times by lowering speed limits and increasing traffic will only fuel frustrations. Life's hard enough as it is. We have no alternative transport options and people like me who travel an hour for work twice a day will lose even more of their day driving.

Speed Management Plan 2023
Submission



Submission ID: 164
Name: Guy Charles Brunsden
Username: Guy Brunsden
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
1189a Te Puke Highway, Te Puke 3186, New Zealand

Category
I think the current speed limit should be kept the same.

Tell us why you feel that way about the speed limit on that road.
It's a commuting road. These changes aren't necessary or wanted

Address
615 Te Matai Road, Te Puke 3188, New Zealand

Category
I think the current speed limit should be kept the same.

Tell us why you feel that way about the speed limit on that road.
It's an alternative route to Rotorua from Te Puke and the only other option when SH33 is closed.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Do you agree with the priority areas that we will implement over the next three years?
No

Speed Management Plan 2023
Submission



Additional Comments

Increasing commuting times by lowering speed limits and increasing traffic will only fuel frustrations. Life's hard enough as it is. We have no alternative transport options and people like me who travel an hour for work twice a day will lose even more of their day driving.

Speed Management Plan 2023
Submission



Submission ID: 166
Name: Cameron Alastair Martin
Username: CamM
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Not important

Can you tell us why you gave this rating?

These proposals are not sufficiently targeted and will have a suffocating effect on our local region and economy (I'm thinking of Te Puke and surrounding area). Traffic is already broken in Te Puke since it was single laned when the Te Puke Bypass Highway was opened. This morning everyday traffic had a tail out towards Tauranga all the way to the 100km speed sign beyond Washer Road at 7.45am.

I've lived in the district for over 20 years and drive the road into Te Puke each morning. When traffic is heavy it already goes slowly. And the last thing we need is to be slowed down unnecessarily when traffic is lighter (i.e. at non-peak times of the day and night).

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
No

Can you tell us why?

Urban Town centres can be 50km. Industrial areas (i.e. Te Puke) can stay at 70 as they are - there are no issues there. And to propose dropping the speed to 40km/h in Te Puke is ridiculous.

Have any studies been done to study the impact on the local economy of dropping the speed (to almost a crawl) like this?

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?

Rural roads are already governed and have been for decades by open road speed limits (i.e. up to 100kmph, depending on conditions). Drive to conditions has been sufficient for years. Roads like Te Matai Road (my kids

20 min on bus each way each day) and Te Puke Highway (with design speed of at least 160km/h - an ex State Highway) being dropped to 80km/h is nonsensical.

This will impact the local economy with losses in time, more pollution from more time on the road, increased costs of goods and services (direct result of increased time in transit) just to name a few obvious things. It seems very heavy-handed and simplistic to reduce all the Local Roads to 80km/h. Targeted studies should be done on each road with a speed to be reduced, starting with the 'worst offenders' in terms of safety metrics.

Do you agree with the priority areas that we will implement over the next three years?

No

Can you tell us why?

I am happy for targeted speed reductions around schools. Other areas (Manoeka I'm thinking) already have a 50 zone. This is sufficient. I don't support other priority area reductions. In particular I do not support targeting Te Puke town centre (which is on a high-volume arterial road) for speed reduction. The capacity of Jellicoe Street in Te Puke has already been halved when it was single laned around 6 years ago. I recall the only councillor opposed to the change was the Te Puke Councilor. Please listen to the voice of the locals this time around.

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Te Puke Highway - leave it at 100. It is designed to be driven at that speed. Don't choke our local economy.

Speed Management Plan 2023
Submission



Submission ID: 166
Name: Cameron Alastair Martin
Username: Cameron Martin
Organisation (if applicable):

Submitted via Online Mapping Tool

Address
613a Te Puke Highway, Te Puke 3187, New Zealand

Category
I agree with the proposed speed limit change.

Tell us why you feel that way about the speed limit on that road.
THIS TAG WAS INTENDED TO BE RED - Please keep the speed at 100km/h on Te Puke Highway. It is designed for this speed and to have capacity to carry lots of vehicles. Dropping the limit on this stretch will cause tail-backs for km's and have a detrimental effect on our local economy.

THIS TAG WAS INTENDED TO BE RED, NOT ORANGE -
I'm happy with a targeted approach beside rural schools, during school hours of operation, but not 24/7.

Not really in support of dropping the speed limit in other targeted areas, particularly not in support of dropping through Te Puke Town Centre.

Address
71 Jellicoe Street, Te Puke 3119, New Zealand

Category
I think the current speed limit should be kept the same.

Tell us why you feel that way about the speed limit on that road.
Please keep the speed limit the same.
50Kmph is as slow as a key arterial road like Te Puke should be reduced to. We already have massive congestion - largely in part to the single-laning of Jellicoe St 6 years ago. Making the speed limit 40km /h will suffocate the local economy even more.

Address
Te Matai Road, Te Puke 3188, New Zealand

Speed Management Plan 2023
Submission



Category

I think the current speed limit should be kept the same.

Tell us why you feel that way about the speed limit on that road.

Please keep the speed limit the same.

Keep the speed limit the same on our rural roads. These are key arterial roads used by commuters. It will slow and choke traffic, impacting the local economy, and increasing vehicle fumes/pollution with more time spent on the road and in traffic as a result.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?

No

Do you agree with the proposed approach to apply a 80kph speed in rural areas?

No

Do you agree with the priority areas that we will implement over the next three years?

Unsure

Additional Comments

I support targeted speed reductions beside schools during school hrs only.

I'm not opposed to a targeted approach beside rural schools, during school hours of operation, but not 24/7.

Speed Management Plan 2023
Submission



Submission ID: 168
Name: Christine Elizabeth Prout
Username: Christineprout
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
It is a very dangerous stretch of road. Including many pedestrians.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Unsure

Can you tell us why?
50 is good but not necessarily in all urban areas.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Can you tell us why?
80 in some rural areas but I would prefer 90 so it is consistent everywhere for everyone including trucks trailers etc. Changing from 80 to 90 to 100 is THE WORST on single lane traffic especially.

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
50 kph in these areas but not 30.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Yes

What is the name of the road?
Francis Road

Road Location (town/suburb)

Omokoros

Please share your thoughts

It is a small rural road (directly off SH2 on a brow of a hill with very poor visibility) that has a disastrous intersection with a service station at the beginning. There are "many small businesses" involved here and the number of cars/trucks/motorbikes/campervans coming and going (double parked, parked while the drivers get out to do business, park there all day and night sometimes, etc etc.) These would number over 50 on an average day. The service station use our little road for "testing" their cars. NOT SUITABLE ! The locals have been battling with it for years but to no avail. It is a real danger! Please get someone to look at it!!!!

Would you like to comment on another road?

Yes

Name of road

SH2

Road location

Most of the way from Te Puna to Waihi

Please share your thoughts

So badly maintained over the years. Now "made safer" but still very badly constructed. Very busy road. Need to have another road for SH2 and leave this existing road for more local traffic. It is a newly built road that is so bumpy and badly ruined in places it seems like a major waste of time and money!!!!

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

SH2.

Road location (town/suburb)

Te Puna

Please share your thoughts

Why is there a very short distance on SH2 that is 90kph - the only spot between Tauranga and Katikati. Seems weird!!???!!! Everywhere else is maximum 80.

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Consistent road speed limits would be much easier to cope with instead of lots of changes. Make it simple, safe but sensible - people are still going to drive more cars than ride bikes or catch buses around here. Get real!

Speed Management Plan 2023
Submission



Submission ID: 169
Name: Susan Phinn
Username: SusanP
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?

It is important that this review has been undertaken to consider what these limits should now be, to take into account the huge increase in the local population. To a certain degree whether it right will only be known once it is implemented. But the approach the council has taken by engaging with the community can only be commended. Well done WBOP.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?

I think that this is the right approach and hopefully it will work. The balance is to help keep people as protected as possible without frustrating drivers , leading to aggressive behaviour/ driving.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Unsure

Can you tell us why?

It is important that we look to prevent accidents that lead to fatalities and speed is one but not the only factor in this. However, before we have the Motorway Road networks in place in this area, most commercial traffic and people travelling to work, are using many of these rural roads on a daily basis. Time is money for businesses and will slowing down getting from A to B make firms less competitive?

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?

Yes, in general however, if I understand correctly, will most or all of Omokoroa be a 30k Zone, with the the Medical centre complex, the Village, the Town Centre, and the current and proposed Young Child care centres, and Schools.

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Francis Road, RD2

Road Location (town/suburb)

RD2, Omokoroa

Please share your thoughts

Francis Road is a small, fairly narrow, No Through Road with a current speed limit of 100 used quite regularly by the garage to test cars that have been work on. The proposal is to drop the speed limit to 80 but I feel that it could be dropped to 60 or 50 to provide a bit more of a safeguard for those residents that walk, some with their dogs, back and forth along the road. There is also the issue of the areas around the Challenge Garage which is such a dangerous junction. The entrance to Francis Road needs to be properly maintained, I have seen cars skidding towards SH2 on the gravel that builds up here. Proper parking bays need to be created to service the garage traffic. The constant damage to Penny Hicks's entrance way is really unacceptable.

Would you like to comment on another road?

No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

Thank you for letting us have our say.

Speed Management Plan 2023
Submission



Submission ID: 170
Name: Gloria Ann Farr
Username: Gloria Farr
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
the question doesn't reflect my opinion on the proposal.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
It is working well for those of us who follow the rules as set at the moment.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
No

Can you tell us why?
There are some roads and parts, of roads that need a speed reduction but I am opposed to a blanket 80 speed limit across all district rural roads.

Do you agree with the priority areas that we will implement over the next three years?
No

Can you tell us why?
Do not know what the "specifically identified rural roads" are. Do the property owners and ratepayers get to have some input and when.

Do you have any feedback for a specific road where we have proposed a speed limit change?
No

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Yes

Name of road

Upper No 3 Road say above Harray Road.

Road location (town/suburb)

Te Puke

Please share your thoughts

Road narrows, windy and some gravel. Lower No 3 Road 100kph is reasonable and is used by most from personal observations.

Would you like to comment on another road?

No

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

I just want the property owners/residents/ratepayers to have some input about their road. These people don't want to be penalised to 80 kph unnecessarily to pursue their businesses.

Speed Management Plan 2023
Submission



Submission ID: 171
Name: Penelope Anne Hicks
Username: PAH
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Important

Can you tell us why you gave this rating?
Safety & increased traffic on our roads with population growth in the Western Bay of Plenty

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Safety & increased traffic on our roads with population growth in the Western Bay of Plenty

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Safety & increased traffic on our roads with population growth in the Western Bay of Plenty.
Many of the rural roads are narrow and windy and now have multiple driveways off them e.g. Esdaile, Youngson Rds

Do you agree with the priority areas that we will implement over the next three years?
Unsure

Can you tell us why?
Generally yes, but don't believe you have identified all the priority areas, where there is traffic movement and congestion e.g. Francis Rd intersection with SH2

Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes

What is the name of the road?

Francis Road

Road Location (town/suburb)

Omokoroa

Please share your thoughts

70-80km is suited to part of Francis Rd, but due to the activity & congestion at the intersection with SH2 due to the Challenge and Mike Deane Motors workshop, the speed limit should be a lot lower.

Suggest the council & NZTA spend some time monitoring traffic movements, parking & activities here on a week day.

There are pedestrians crossing Francis Rd to access the cafe/service station, after parking over the road on the roadside & road reserve to the SH corner. Vehicles regularly exit the service station on the wrong side of Francis Rd to turn right to Katikati, resulting in vehicles being stuck on the highway waiting to turn in.

Vehicles regularly exit the service station turning right onto Francis Rd without giving way, not realising they are pulling on to a road, versus service station forecourt.

Francis Rd has been narrowed in front of the workshop due to the fencing off of the road reserve which has been incorporated into the workshop yard. Vehicles related to the workshop are parked on the shoulder up against the workshop fence and on the roadside and road reserve across Francis Rd (which is now turned into a rutted track) resulting in one way access to Francis Rd.

There are orchards down Francis Rd & regular large vehicle movements.

Workshop mechanics/employees are regularly on the road accessing vehicles to move them in & out of the workshop. One of the mechanics stepped out in front of my neighbours car yesterday without looking.

Delivery trucks for the service station & workshop park where ever they can, mostly on the road to unload.

Hire trailers are parked on the now gravelled road reserve beside the service station and are hooked up on the road blocking the road.

There are so many dangerous practices and multiple health & safety issues here.

There is no marked parking on the side of Francis Rd, vehicles park where they can. Often vehicles are parked partly on the road as they angle park to fit more cars along the roadside.

There are also issues on the highway with trucks parking in the turning lane which exits the highway onto Francis Rd, while the driver goes into the cafe. This limits your visibility when turning right towards Katikati & if you are trying to exit the service station directly onto the highway to turn right to Katikati, you have zero view of the traffic heading north towards Katikati.

Similarly trucks park on the side of road past the Francis Rd intersection heading to Tauranga to access the cafe & again block the view if you are turning right out of Francis Rd towards Katikati. You have to pull as far forward as you can almost into the southbound lane so you can see if it is safe to pull out, with cars coming over the brow of the hill often doing more than 80km. NZTA has been made aware of these issues but nothing has been done.

It's likely with the Omokoroa roundabout going ahead the need for Stage 2 Takitimu interchange in this area will not be required for 10+ years & NZTA have said there is no funding for 10+ yrs.

Both council & NZTA need to address these issues now. They have been ongoing for some years and continue to worsen with the increasing population.

Would you like to comment on another road?

Yes

Name of road

Prole Road

Road location

Omokoroa

Please share your thoughts

Why is this still included as rural and 80km zone, as it is being developed now. Most of the land has been purchased by developers and council. It has been notified under plan Change 92 as urban. (This varies to Francis Rd which has also been notified as urban but per councils development sequencing will not develop for 15-20+ yrs so should remain a rural road).

Would you like to comment on another road?

No

Speed Management Plan 2023
Submission



Submission ID: 172
Name: Rāwiri Biel
Username: Rāwiri
Organisation (if applicable):

How important is it to make the proposed speed limit reductions?
Very important

Can you tell us why you gave this rating?
Kia noho ora tonu mai ngā whānau i tēnā, i tēnā takiwā. Kai pā te kino, puta ai te raru.

Do you agree with the proposed approach to apply a 50kph speed limit in urban areas?
Yes

Can you tell us why?
Ngā wāhi he nui te hunga hīkoi, me heke tonu te tere o te haere on mgā waka.

Do you agree with the proposed approach to apply a 80kph speed in rural areas?
Yes

Can you tell us why?
Āe rā, me heke rawa i ngā wāhi he nui nei te tangata e takatakahi haere ana. Kia haumaruru ai te noho.

Do you agree with the priority areas that we will implement over the next three years?
Yes

Can you tell us why?
He aha i kore ai? Mō te haumarutanga o te hāpori whānui tonu.

Do you have any feedback for a specific road where we have proposed a speed limit change?
Unsure

Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

Unsure

Your feedback is important to us. If you have any further feedback about the draft Speed Management plan, please share your thoughts here.

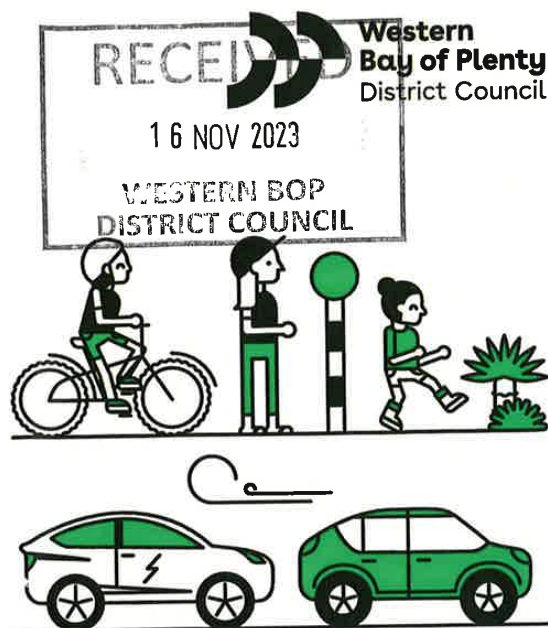
Ko wētehi wāhi hoki, he hoihoi rawa te hunga here tere. Ka pai hoki kia heke te tere o te haere o ngā waka i ngā wā o te tangihanga ki ngā rori kai reira ngā marae. He uaua hoki i tētwhi wā te hīkoi mai i te marae ki te urupā. Tērā a Moko marae ki Kēnana ki Tūhourangi rānei. Ko te tono hoki kia pai ai te hīkoi i te tūpāpaku ki aua urupā hoki.

Puka whakahoki kōrero Feedback form

We're looking to change some local speed limits. Have we got it right?

We're proposing to:

- Provide safer roads for all road users, regardless of age, ability, and mode of travel.
- Apply a range of criteria to determine appropriate speed limits for our local roads including the safe and appropriate speeds (as identified by Waka Kotahi NZ Transport Agency), community feedback, and local knowledge.
- Prioritise areas with the highest need first – schools, Māori communities, town centres, specifically identified rural roads and community identified roads.



Q1. How important is it to make the proposed speed limit reductions to make it safer and easier for people to get around the Western Bay District?

- ☐ Very important ☐ Low importance
☒ Important ☐ Not important
☐ Moderate importance ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes ☐ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q3. Do you agree with the proposed approach to apply an 80kph speed limit in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes ☐ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☒ Yes ☐ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☐ Yes ☐ No ☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☒ Yes ☐ No ☐ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

This residential Cul-de-sac is approx 50m long with 24 Driveways. High level traffic movements + children wishing reverse.

This is currently 80kph + was advised this was a mistake made when Minden Speed was reviewed to change at

2 Western Bay of Plenty District Council | Te Kaunihera a rohe mai i Ngā Kuri-a-Whārei ki Ōtamarakau ki te Uru

last Speed Management Review should be 50Kph. You may need to check other Minden side roads!!

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

I queried this 80k speed sign when erected 4 years ago. Was told it was a mistake but could not be rectified until next speed review. It was noted that a change should be made. But not on your list.

Name:

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24 ☐ 45 to 54
☐ 25 to 34 ☐ 55 to 64
☐ 35 to 44 ☒ 65 or over

Thank you for your feedback

This information will help guide our thinking to shape the finalised Speed Management Plan.

Feedback closes 5pm, Thursday 23 November 2023.

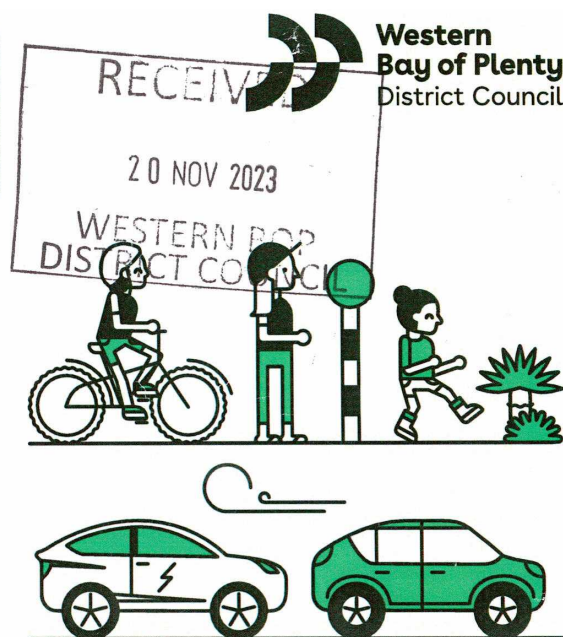
The information you supply will be used in accordance to our Privacy Policy. It should be noted that your submission details will be a public record.

Puka whakahoki kōrero Feedback form

We're looking to change some local speed limits. Have we got it right?

We're proposing to:

- Provide safer roads for all road users, regardless of age, ability, and mode of travel.
- Apply a range of criteria to determine appropriate speed limits for our local roads including the safe and appropriate speeds (as identified by Waka Kotahi NZ Transport Agency), community feedback, and local knowledge.
- Prioritise areas with the highest need first – schools, Māori communities, town centres, specifically identified rural roads and community identified roads.



Q1. How important is it to make the proposed speed limit reductions to make it safer and easier for people to get around the Western Bay District?

- ☒ Very important
 ☐ Low importance
☐ Important
 ☐ Not important
☐ Moderate importance
 ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q3. Do you agree with the proposed approach to apply an 80kph speed in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☒ Yes

☐ No

☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Omokoroa Rd from Highway to TRIN Bridge

Location on Road/Street (town/suburb):

Omokoroa.

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☐ Yes

☐ No

☐ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

Name:

Anne Taylor.

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24

☐ 45 to 54

☐ 25 to 34

☐ 55 to 64

☐ 35 to 44

☒ 65 or over

Thank you for your feedback

This information will help guide our thinking to shape the finalised Speed Management Plan.

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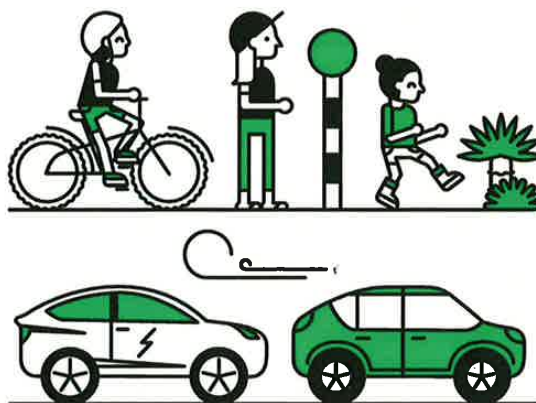
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Puka whakahoki kōrero Feedback form

We're looking to change some local speed limits. Have we got it right?

We're proposing to:

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- Apply a range of criteria to determine appropriate speed limits for our local roads including the safe and appropriate speeds (as identified by Waka Kotahi NZ Transport Agency), community feedback, and local knowledge.
- Prioritise areas with the highest need first – schools, Māori communities, town centres, specifically identified rural roads and community identified roads.



Q1. How important is it to make the proposed speed limit reductions to make it safer and easier for people to get around the Western Bay District?

- ☒ Very important ☐ Low importance
☐ Important ☐ Not important
☐ Moderate importance ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

I am constantly over taken by speedsters while following speed limits on SH2

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes ☐ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Slowing down has proven to stop as many road deaths etc.

Q3. Do you agree with the proposed approach to apply an 80kph speed in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes ☐ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

100km encourages some to do over 100
More road cops necessary

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☒ Yes ☐ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Schools on main roads are busy and dangerous
Places mornings + afternoons
Keep kids alive!

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☒ Yes ☐ No ☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

SH2 between Bethlehem and Katikati.

Location on Road/Street (town/suburb):

All the way. Especially Te Puna roundabout.

Please share your thoughts here as to why:

I live in Gill Lane and travel to Bethlehem and to Katikati once a week. Scarsy Road!!

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☐ Yes ☐ No ☒ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

I support speed lowering but also need cameras and cops to enforce. Have been nearly ran off on new roundabout at Rongatele, where 30km in force. Not adhered to

Name:

B M Saier

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24 ☐ 45 to 54
☐ 25 to 34 ☐ 55 to 64
☐ 35 to 44 ☒ 65 or over

Thank you for your feedback

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Puka whakahoki kōrero Feedback form

RECEIVED

23 NOV 2023

WBOPDC TE PUKE

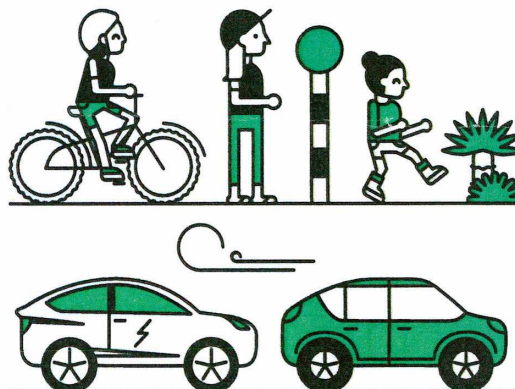


Western
Bay of Plenty
District Council

We're looking to change some local speed limits. Have we got it right?

We're proposing to:

- Provide safer roads for all road users, regardless of age, ability, and mode of travel.
- Apply a range of criteria to determine appropriate speed limits for our local roads including the safe and appropriate speeds (as identified by Waka Kotahi NZ Transport Agency), community feedback, and local knowledge.
- Prioritise areas with the highest need first – schools, Māori communities, town centres, specifically identified rural roads and community identified roads.



Q1. How important is it to make the proposed speed limit reductions to make it safer and easier for people to get around the Western Bay District?

- ☐ Very important ☐ Low importance
☐ Important ☒ Not important
☐ Moderate importance ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q3. Do you agree with the proposed approach to apply an 80kph speed limit in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes ☒ No ☐ Unsure

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Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

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Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☐ Yes ☒ No ☐ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

I believe that you should travel safely to the conditions you are experiencing - except around schools during school hours.
In modern cars it can be safe to travel above 100 if the roads are well constructed.
Lowering speed limits won't stop bad drivers

Name:

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24 ☐ 45 to 54
☐ 25 to 34 ☐ 55 to 64
☐ 35 to 44 ☒ 65 or over

Thank you for your feedback

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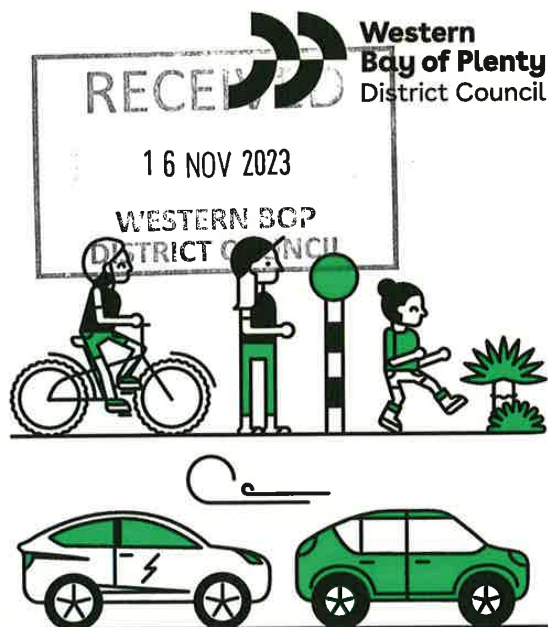
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- ☐ Very important
 ☒ Low importance
 ☐ Important
 ☐ Not important
 ☐ Moderate importance
 ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

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- ☐ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

30 kms more suitable in some areas

Q3. Do you agree with the proposed approach to apply an 80kph speed in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Targeting speed as the primary source of road accidents is not right

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☐ Yes
 ☒ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☐ Yes ☐ No ☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☒ Yes ☐ No ☐ Unsure

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Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

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Name:

School/Organisation:

Email address:

Address:

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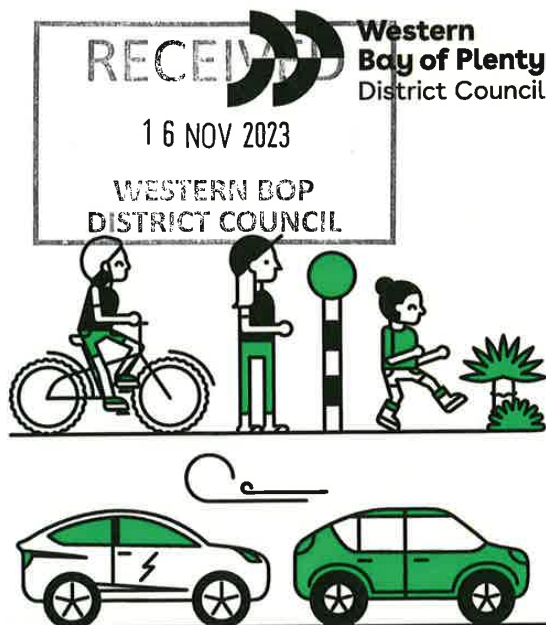
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- ☐ Very important ☒ Low importance
☐ Important ☐ Not important
☐ Moderate importance ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

**Lower limits Increase Costs
It Makes it Harder to Get Around

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes ☐ No ☐ Unsure

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Q3. Do you agree with the proposed approach to apply an 80kph speed in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☐ Yes ☒ No ☐ Unsure

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Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☐ Yes ☒ No ☐ Unsure

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Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

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☐ Yes ☒ No ☐ Unsure

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School/Organisation:

Email address:

Address:

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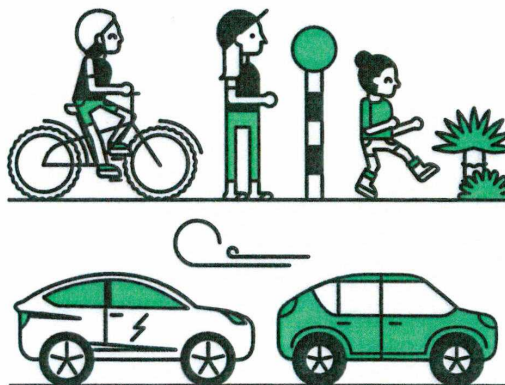
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- ☐ Very important ☐ Low importance
☐ Important ☐ Not important
☒ Moderate importance ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

WON'T BE "EASIER"
LONGER OVER MORE
FRUSTRATION. SAFETY IMPROVEMENT
QUESTIONABLE.

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

SD IS SLOW ENOUGH.

Q3. Do you agree with the proposed approach to apply an 80kph speed in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

I LIVE RURAL & FIND 100 KPH
NOT UNDOUBT FAST - MORE
PROBLEM WITH INATTENTION -
DISTRACTION WHICH YOU
CAN'T CONTROL

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

WHAT SPECIFICALLY ARE
PRIORITY AREAS -
WE'VE GOT "LOADED" QUESTIONS

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☐ Yes ☒ No ☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☐ Yes ☒ No ☐ Unsure

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Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

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Name:

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24 ☐ 45 to 54
☐ 25 to 34 ☐ 55 to 64
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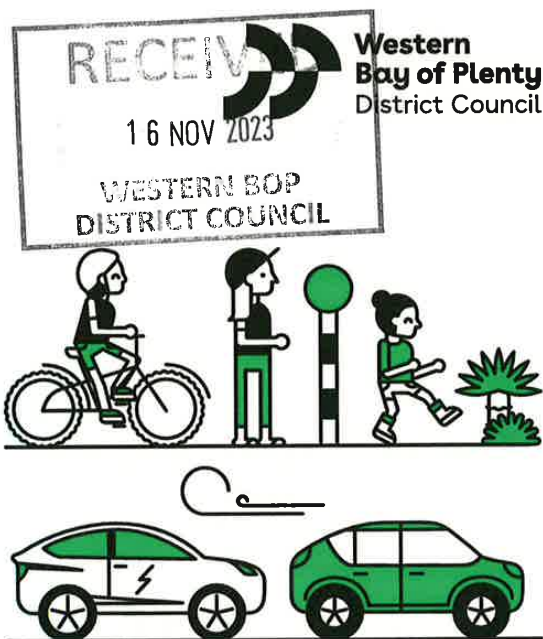
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- ☒ Very important ☐ Low importance
☐ Important ☐ Not important
☐ Moderate importance ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

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- ☒ Yes ☐ No ☐ Unsure

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- ☒ Yes ☐ No ☐ Unsure

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Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

Make all urban roads
30-40 km/h.

Name:

Emlyn Hatch

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24 ☒ 45 to 54
☐ 25 to 34 ☐ 55 to 64
☐ 35 to 44 ☐ 65 or over

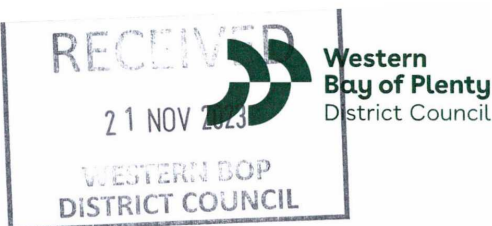
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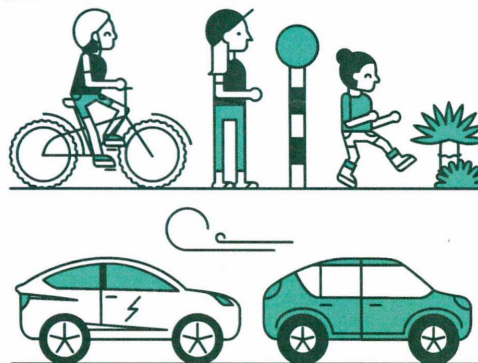
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- ☐ Very important
 ☐ Low importance
☐ Important
 ☒ Not important
☐ Moderate importance
 ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes
 ☒ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q3. Do you agree with the proposed approach to apply an 80kph speed limit in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes
 ☒ No
 ☐ Unsure

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- ☐ Yes
 ☒ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☐ Yes ☐ No ☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☐ Yes ☒ No ☐ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

speed is a small factor in road safety.
Driver education should be the priority.

Name:

Grant Schultz

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24 ☐ 45 to 54
☐ 25 to 34 ☐ 55 to 64
☐ 35 to 44 ☒ 65 or over

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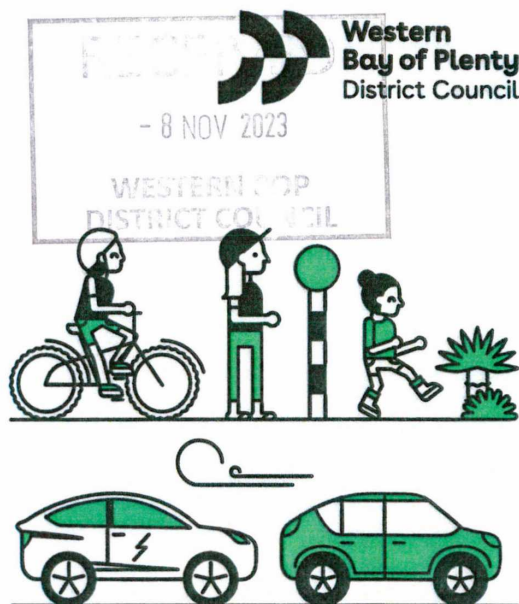
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- ☐ Very important ☐ Low importance
☐ Important ☒ Not important
☐ Moderate importance ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

too many changes with road works causes more crashes

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

School zones only

Q3. Do you agree with the proposed approach to apply an 80kph speed limit in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

no

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☐ Yes ☒ No ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

no

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☒ Yes ☐ No ☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Te Puke highway

Location on Road/Street (town/suburb):

All.

Please share your thoughts here as to why:

too small of road
already will cause
more traffic jam &
crashes

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☐ Yes ☒ No ☐ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

too many proposed
changes and please
take peoples surveys
as our say for our
city.

Name:

TOYAH

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24 ☐ 45 to 54
☐ 25 to 34 ☐ 55 to 64
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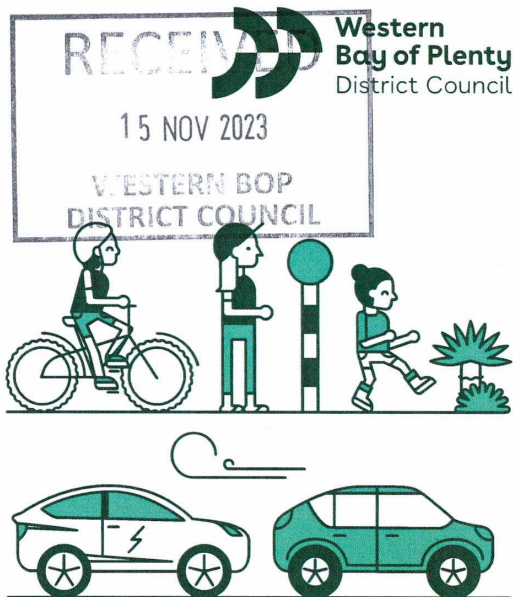
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 ☐ Low importance
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☐ Moderate importance
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- ☒ Yes
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Q3. Do you agree with the proposed approach to apply an 80kph speed in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Assuming you mean 80 on Atherstone Road, Steele Ewarton and Seaford, then yes.

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Sounder would be nice.

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☒ Yes

☒ No

☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☐ Yes

☒ No

☐ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

Delighted to see the reduction from SH2 down Athenssee Road/ Steele/ Everton.

Name:

Rob Clarke

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24

☐ 45 to 54

☐ 25 to 34

☒ 55 to 64

☐ 35 to 44

☐ 65 or over

Thank you for your feedback

This information will help guide our thinking to shape the finalised Speed Management Plan.

Feedback closes 5pm, Thursday 23 November 2023.

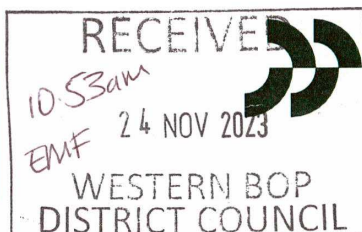
The information you supply will be used in accordance to our Privacy Policy. It should be noted that your submission details will be a public record.

Puka whakahoki kōrero Feedback form

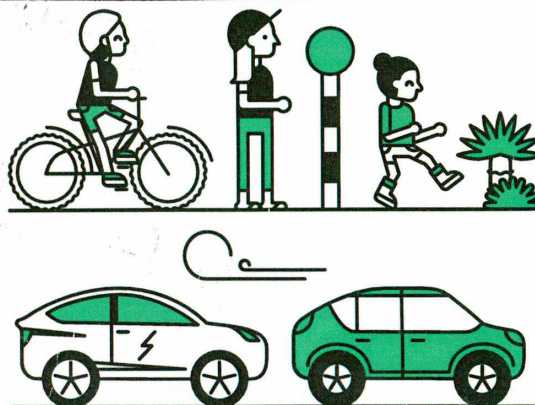
We're looking to change some local speed limits. Have we got it right?

We're proposing to:

- Provide safer roads for all road users, regardless of age, ability, and mode of travel.
- Apply a range of criteria to determine appropriate speed limits for our local roads including the safe and appropriate speeds (as identified by Waka Kotahi NZ Transport Agency), community feedback, and local knowledge.
- Prioritise areas with the highest need first – schools, Māori communities, town centres, specifically identified rural roads and community identified roads.



Western Bay of Plenty District Council



Q1. How important is it to make the proposed speed limit reductions to make it safer and easier for people to get around the Western Bay District?

- ☒ Very important
 ☐ Low importance
☐ Important
 ☐ Not important
☐ Moderate importance
 ☐ Don't know

If you want to share why you chose your selection above, please share your thoughts here:

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q3. Do you agree with the proposed approach to apply an 80kph speed limit in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

- ☒ Yes
 ☐ No
 ☐ Unsure

If you want to share why you chose your selection above, please share your thoughts here:

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

☐ Yes

☒ No

☐ Unsure

Q6. If you answered 'Yes' to Q5 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

☒ Yes

☐ No

☐ Unsure

Q8. If you answered 'Yes' to Q7 please provide us further details:

Name of Road/Street:

Location on Road/Street (town/suburb):

Please share your thoughts here as to why:

e pole Rd works underway + the new commercial site works b1.

Please reduce to at least 60km

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

Name:

School/Organisation:

Email address:

Address:

What is your age group:

☐ 18 to 24

☐ 45 to 54

☐ 25 to 34

☐ 55 to 64

☐ 35 to 44

☒ 65 or over

Thank you for your feedback

This information will help guide our thinking to shape the finalised Speed Management Plan.

Feedback closes 5pm, Thursday 23 November 2023.

The information you supply will be used in accordance to our Privacy Policy. It should be noted that your submission details will be a public record.

From: Audrey Perrett
Sent: Monday, 13 November 2023 11:32 am
To: Have Your Say
Subject: Nothing wrong with the current speed limits you just need better law inforcement

From: B Winstone
Sent: Tuesday, 14 November 2023 9:11 pm
To: Have Your Say
Subject: Reducing Speed Limits

Dear Sir / Madam;

Being involved in the security industry for many years, I am very aware of the impacts of speed limits on response times of security patrols. When an alarm activation occurs seconds count. Seconds may (and in my experience have been) the difference between witnessing the offenders and being able to take action / having information to pass to police and simply seeing the aftermath of their offending. When a smoke, medical or panic alarm occurs, seconds may be the difference between life and death. Would the young woman who had barricaded herself in the bathroom, have successfully committed suicide if the patrol officer had taken another two minutes to arrive and kick the door in? Would the elderly gentleman have bled to death on his kitchen floor if the patrol officer took longer to arrive and stop the severe bleeding? Would the elderly lady who had a heart attack in her garden have died if the patrol officer had taken longer to arrive?

Now that both Ambulance and Fire officers have been ordered to not exceed the posted speed limit by more than 30 kph, lowering speed limits in the hope that doing so may prevent some road fatalities, will instead be likely to cause fatalities by increasing emergency services response times to life threatening situations. To be clear, constituents living in Western Bay will be more likely to die from accidents and medical emergencies if you lower speed limits.

Lowering speed limits also has economic impacts. Patrol officers spend a significant amount of time driving per shift. Reducing speed limits will increase the time spent driving. If an officer spends half of their shift driving and there is a 20% reduction in speed limits then that is an additional hour of non-productive time per shift. That cost will have to be passed on to customers including councils. No doubt many other industries will have to pass on increased driving time costs also.

A friend of mine I was discussing this with pointed out that some employers may need to increase the number of vehicles they are operating to compensate for the lost time from any reduced speed limits.

Schools and other high risk areas

Electronically reducing speed limits during relevant times around schools etc is not likely to be an issue. It will however be important to ensure such reductions are only applied when the heightened risk is present, not misused nor inadvertently left turned on (like the Kaimais).

There are some things council could do to possibly impact the road toll.

- a) request from police details of all serious road crashes occurring in WBOP including very importantly the time the crash occurred, the status of the vehicle(s) involved (i.e. stolen, wanted, fleeing a crime etc), likely factors contributing to the crash as determined by police (with details i.e. if police list speed as a factor, at what speed was the vehicle travelling). Then publish the information. This would allow for a public assessment of the likely effectiveness of any proposed bylaw change. The public might come up with some good ideas.

- b) request central government to pass legislation (if the previous has actually been repealed) permitting local authorities to once again employ their own traffic officers. Then enforce the law yourselves.

Finally, emergency vehicles are also slowed down by other road changes like road narrowing, judder bars, lane reductions and traffic lights. Stopping and then reaccelerating a vehicle is time consuming. Having to do so repeatedly during an emergency response can add minutes to an overall response time. You really need to consider every time you are making changes to roads whether the changes will save people or kill people.

Best regards

Bryce

From: Colleen Scott
Sent: Tuesday, 21 November 2023 9:22 am
To: Have Your Say
Subject: Draft Speed Management Plan

I am very supportive of your speed management proposals, however:

*The continual lack of compliance with current speed limits by truck drivers and motorists in general, particularly in built up areas.

ie. very large noisy truck and trailer units and a variety of vehicles travelling at least 80kph in a 50kph area

* The lack of a regular police presence in an effort to calm traffic

MY QUERY IS:

WHAT IS THE PLAN TO ENCOURAGE ROAD USERS TO COMPLY WITH SPEED LIMITS PUT IN PLACE, CURRENTLY THIS IS JUST NOT HAPPENING.

SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: Western Bay of Plenty District Council

Via email: haveyoursay@westernbay.govt.nz

Date: 20 November 2023

Submission on: **Western Bay of Plenty Draft Speed Management Plan**

Submission by: Federated Farmers of New Zealand Inc.

Contact Person: **Brent Mountfort**
BAY OF PLENTY PROVINCIAL PRESIDENT
Federated Farmers of New Zealand
M 027 228 4558
E Mountfort@farmside.co.nz

Address for service: **Tim House**
POLICY ADVISOR (REGIONAL)
Federated Farmers of New Zealand
M 021 071 2972
E thouse@fedfarm.org.nz

1. INTRODUCTION

- 1.1 Federated Farmers appreciates this opportunity to submit on Western Bay of Plenty District Council's (**WBOP or Council**) draft Speed Management Plan (**SMP**) 2023.
- 1.2 We acknowledge any submissions from individual members of Federated Farmers.
- 1.3 We would like the opportunity to speak to about our submission.
- 1.4 Federated Farmers has a keen interest in the roading network and impacts on it as this provides a key, and usually sole, transit line for our farming sector's goods (inputs and outputs) and services and the safe use of it (for all) will improve economic resilience and sustainability of rural communities. The roading network is also a crucial social lifeline and for the vast majority of rural people there is, and never will be a viable alternative mode of transport.
- 1.5 Federated Farmers generally supports New Zealand's Road Safety Strategy 2020-2030 and the national vision for zero deaths and serious injuries on New Zealand roads. As speed is not the only cause of death on New Zealand roads, we believe that a holistic approach should be taken to achieve the vision. This holistic approach would include infrastructure improvements, vehicle safety standards, flexible speed management, enforcement, and education.

- 1.6 We remind Council that costs associated with roading infrastructure represents a significant cost for primary producers and rural residents through rates, fuel tax, and road user chargers. These costs are not decreasing and there seems to be a reaction from councils to apply speed limit reductions to rural roads as the first and only measure to implement national safety objectives.
- 1.7 We urge the council to address the concerns regarding the lack of detail and insufficient explanation for proposed changes in the draft. A more comprehensive and transparent presentation of the reasoning behind the proposed changes is essential to ensure meaningful community engagement and informed decision-making.
- 1.8 Our submission provides general comments, and specific comments on school speed zones, and speed limits on rural roads.

2. GENERAL COMMENTS

- 2.1 We would like to remind Council that the primary sector contributes heavily to the district's economy through its high levels of exports and local employment. Rural businesses rely heavily on the roading systems to provide a safe and reliable means to transport goods and services in and out of the district and helping to connect the communities within the district.
- 2.2 Local roads are a very important part of the network. If these roads are not maintained to a fit-for-purpose standard it will become increasingly costly and increasingly unsafe (or at the extreme case impossible) for primary producers to get inputs to their businesses and to their outputs (e.g., livestock, milk, crops, timber, etc.) to the processor.
- 2.3 Federated Farmers fully supports the overarching goal of achieving zero deaths and serious injuries through Waka Kotahi's Road to Zero programme and we acknowledge that appropriately reducing the speed of vehicles is one of the most effective ways of reducing deaths and serious injuries from crashes, however it is not a silver bullet solution.
- 2.4 We advocate for a comprehensive approach to risk mitigation in rural areas.
- 2.5 Federated Farmers main concern is that the opportunity to create safer roads through speed setting comes at the cost of expenditure on roading infrastructure improvements. We advocate for a comprehensive approach to risk mitigation in rural areas, which includes not only speed management but also prioritising road improvements and maintenance - especially around roadside drains and culverts. The SMP should address all these elements to create a safer, more resilient and more efficient rural roading system, rather than focusing primarily on lowering speed limits as a singular solution.
- 2.6 We are apprehensive that roading authorities are not adequately considering efficiency and reduced travel times as a positive but are instead emphasising speed as the only factor. Increased safety, and reduced travel time, lower emissions, and road wear are all valid reasons why infrastructure improvements need to be considered within a district wide approach to speed management.

- 2.7 We have concerns that the strategic direction, as set by Central Government, will have a damaging effect on the roads current state, thereby increasing the amount of roading requiring lower speed limits. The third principle under the Road to Zero Strategy states, “we strengthen all parts of the road transport system” (page 28) ensuring that speed setting is only one of the many factors to create a safer roading system.

3. CONSULTATION DETAILS

- 3.1 Much more detailed information is critically needed on the council's decision-making methodology, rationale and evidence-base behind the proposed widespread speed limit changes, particularly in rural areas.
- 3.2 Key details lacking include: comprehensive crash data and hotspot analysis, risk and safety assessments of individual roads, infrastructure upgrade plans, pre-engagement findings with affected communities, and how national Waka Kotahi guidance was interpreted and adapted for the local roading context.
- 3.3 Greater transparency through provision of the information above would ensure more meaningful community input and optimally informed decision-making. The views of both urban and rural communities on emphasising lower speed limits versus other infrastructure and safety initiatives needs to be considered.

Recommendations:

- Provide more details on crash analysis, risk assessments, pre-engagement, infrastructure plans and local adaption of national guidance.
- Seek broad community input on balance of speed management initiatives, not just speed limit reductions.

4. SCHOOL SPEED ZONES

- 4.1 We strongly support the use of variable speed limits around rural schools as proposed in the Draft SMP, rather than permanent reductions. This balanced approach allows flexibility to accommodate normal school hours and rural activities, while addressing high-risk school travel periods.
- 4.2 Variable rural school speed limits specifically target peak traffic risks during school commuting such as drop-offs and pickups. This is an evidence-based approach reflecting when school children are actually present and exposed to traffic dangers.
- 4.3 Conversely, imposing extensive blanket permanent 60km/h limits on major rural transit routes could impose major productivity costs and inconvenience for farmers, freight carriers and other motorists needing to use these roads outside school hours. This seems unjustified given the lack of school-related risk at these times.

- 4.4 We agree with the proposed 30km/h variable limits during school peaks. However, the blanket imposition of 60km/h permanent limits outside school hours appears questionable and excessive without a robust safety rationale.
- 4.5 Many rural schools are situated on arterial routes or other primary through roads. Traffic volumes at non-school times may differ little from standard rural traffic conditions that would typically allow faster speeds.
- 4.6 We submit that lower variable school speed limits should be complemented by retaining existing 100km/h limits during non-school hours, not an intermediate 60km/h restriction. This balanced approach minimises disruption for road users while still protecting children.
- 4.7 Waka Kotahi recommends that the mandatory speed limit around schools apply for a minimum distance of 300m (the minimum recommended distance).¹ Federated Farmers supports this minimum recommended for rural schools as it reflects the reality that students are likely to travel by bus or car as opposed to more active modes of transport such as walking or biking. Accordingly, there is less comparative risk to vulnerable road users to warrant a distance more than the minimum recommended distance.

Recommendations:

- Retain existing 100km/h speed limits outside core rural school hours, rather than blanket 60km/h restrictions.
- Apply 30km/h variable limits during school peaks as proposed.
- Use 300m minimum distance for mandatory 30km/h variable zones unless evidence supports extension.

5. RURAL ROADS

- 5.1 Federated Farmers opposes the proposed widespread blanket reduction of speed limits on rural roads without proper justification. There are extensive concerns about the disproportionate impacts this would have on rural communities and economic activities without clear evidence that it would achieve significant safety improvements.
- 5.2 Rural roads are the lifeblood for rural communities, farms and businesses. They provide vital connectivity and support freight efficiency and productivity. Imposing extensive speed limit reductions across the rural network could jeopardise these functions and impose major unintended consequences, including:
- **Limited Traffic Density:** Rural roads generally have lower traffic density compared to urban areas. Therefore, reducing the speed limit on roads with low traffic volume may not significantly enhance safety. When roads have low traffic volume, drivers may experience longer travel times due to lower speed limits. This can result in increased

¹ Speed management guide: Road to Zero edition – appendices.

congestion, especially during peak hours or when vehicles are trying to overtake slower-moving traffic. Frustration caused by congestion can contribute to aggressive driving behaviour, such as inappropriate overtaking or taking unnecessary risks on the road.

- **Longer Travel Times:** Rural areas often span vast distances, and reducing the speed limit on rural roads would prolong travel times for commuters. Lengthy journeys can increase fatigue, driver distraction, and decreased concentration, which can have adverse effects on overall road safety. Moreover, prolonged travel times can also have economic repercussions, affecting productivity and the efficient movement of goods and services. The longer travel times will lead to a reduction in economic output – due to less deliveries per day. Furthermore, the country is experiencing a cost-of-living crisis, to compile further restrictions on small business owners who are just keeping above water. Rural communities also have longer travel times, coupled with wages that are not increasing and a rural inflation rate of over 19%, would only be exacerbated during this cost of living crisis.
- **Driver Compliance and Enforcement Challenges:** Effective implementation and enforcement of reduced speed limits on rural roads pose significant challenges. The expansive nature of rural areas and limited police presence make it difficult to ensure consistent adherence to lower speed limits. Inconsistent enforcement may result in a false sense of security, as drivers may assume they can exceed the speed limit without consequence, thereby negating any intended safety benefits.
- **Overtaking and Impeded Traffic Flow:** Rural roads often lack dedicated passing lanes, and reducing speed limits can exacerbate the issue of overtaking slow-moving vehicles. With slower overall traffic flow, the likelihood of tailgating and dangerous overtaking manoeuvres increases, creating a higher risk of accidents. Maintaining an appropriate speed limit that aligns with the road design and promotes smooth traffic flow is crucial for minimizing hazardous situations. Many of our members farm bobby calves, grow silage, cropping, and during harvest/transporting season there are high volume in stock trucks, agricultural machinery on the road simultaneously. The only options for passing them are either speeding up or enduring a significant traffic procession. Consequently, if speed limits are lowered, individuals will likely be forced to violate the law in order to overtake slower vehicles ahead.
- **Economic Impact:** Rural areas heavily rely on transportation networks for economic activities, including agriculture, tourism, and commerce. By reducing the speed limit, the efficient movement of goods and services may be hindered, leading to increased costs and potential economic losses. Balancing safety concerns with the need for efficient transport is essential to avoid adverse impacts on rural communities. Federated Farmers members have additionally observed that it is crucial for livestock-carrying trucks to transport animals to the meat works within the ideal timeframe to ensure there are no animal welfare concerns. To facilitate this, it is necessary for rural roads to

maintain a speed limit of 90km/h, with animals booked into the works it is important that they arrive in a timely manner, coupled with welfare issues in El Niño drought years; reducing the capacity to remove stock off land can have devastating flow on impacts on the community. Small changes to the rural community could have wide reaching effects.

- 5.3 Federated Farmers believes that speed limits should be set based on thorough, comprehensive, and localised data to avoid overregulation. Council appears to have automatically adopted Waka Kotahi's general assessment of safe and appropriate speeds for rural roads without considering the actual risk profile for rural roads in the Western Bay of Plenty district. This makes for an inefficient road system leading to unintended consequences such as driver frustration.
- 5.4 Federated Farmers requests that Council adopts a flexible speed management approach that recognises the need for variable speed limits, tailored to specific road conditions and traffic volumes. Council should reduce speed only where there is comprehensive local data and only for part of the road where there is safety concern.
- 5.5 We believe that Council should retain speed limits on rural roads at 100km/h on the basis that there is a lack of real and localised data to support the recommended speed limit for rural roads provided by Waka Kotahi.
- 5.6 We strongly advocate for the inclusion of a comprehensive cost-benefit analysis of other options that can effectively enhance road safety at higher speeds.
- 5.7 We firmly believe that exploring a range of cost-effective measures, including improved road signage, targeted road surface improvements, widened centre lines, and driver education programs, can lead to positive and effective safety outcomes for rural roads. By conducting a thorough evaluation of these alternatives, we can ensure that the SMP incorporates the most appropriate and economically feasible solutions to achieve our shared goal of a safer and resilient rural road network.

Recommendations:

- Council adopt a flexible speed management approach for rural roads where reductions are based on comprehensive localised data.
- Council retains speed limits on rural roads at 100km/h.

6. DISPROPORTIONATE EMPHASIS ON SPEED LIMIT REDUCTION

- 6.1 Despite assurances Council has taken a balanced approach, the Draft SMP appears disproportionately focused on speed limit reductions as the primary lever to improve road safety. Other elements of the "Safe System" approach like infrastructure and enforcement are barely addressed.

- 6.2 While lower speeds are undoubtedly beneficial in high-risk areas, speed limit changes should not be the default first resort before exploring other safety initiatives. Excessive emphasis on speed restrictions reflects an overly narrow view of the factors contributing to road trauma.
- 6.3 The Draft Speed Management Plan Consultation Booklet states that 60% of fatal crashes in NZ involve speed. However, Ministry of Transport data shows that between 2019-2021 only 12% involved speed alone. Another 20% included alcohol/drugs and speed. The remainder had no speed connection.
- 6.4 This indicates speed is one relevant factor but not the sole or even primary cause of serious crashes. Yet the Draft SMP fixates on speed limit changes with minimal explanation of how the desired safety outcomes will actually be achieved. Other key factors appear to be downplayed.
- 6.5 To genuinely align with a Safe System philosophy, the plan must take a holistic approach looking beyond speed at infrastructure, enforcement, technology and driver behaviour improvements. Speed is part of the puzzle but not the whole picture.

Recommendations:

- Diversify Safety Strategies: Consider a more diverse approach to road safety, emphasising infrastructure improvements and effective enforcement alongside speed limit reductions.
- Holistic Safety View: Encourage a broader perspective by incorporating technology and driver behaviour enhancements, aligning with a comprehensive "Safe System" philosophy.

7. INFRASTRUCTURE

- 7.1 Federated Farmers argues the SMP does not address other root causes of road fatalities, particularly poor maintenance, and upgrade of rural roads.
- 7.2 We are concerned that the proposal to reduce the speed limit for the proposed rural roads to 80km/h will be at the expense of upgrading infrastructure for rural roads.
- 7.3 We oppose this on the basis that reducing speeds alone does not address the root cause of road fatalities. We argue that properly maintained rural roads not only facilitate efficient transport but are vital for the safety of all road users regardless of speed.
- 7.4 Council has not shown enough priority for investing in infrastructure for rural roads. As rural roads provide significant movement function and play a strategic role in the network, maintenance and upgrade of the rural road should be prioritised.
- 7.5 Finally, our members contribute significantly to roading costs through rates and therefore expect rural roads to be well maintained and upgraded so that they can continue to be safe and appropriate at speeds of 100km/h.

Recommendations:

- Council recognises that reducing speed limits do not address other causes of road fatalities.
- Council prioritises rural road maintenance and upgrades and retain 100km/h speed limits for rural roads.

8. EDUCATION, ENFORCEMENT AND MONITORING

- 8.1 We note that the plan outlines several education initiatives to support the speed management proposals, including continuing to support the Travel Safe community safety programs, utilizing Road to Zero resources to educate the community, and recognizing Waka Kotahi's role in public education campaigns. While further education programs could be beneficial, the plan already includes commendable efforts on education.
- 8.2 The plan acknowledges that enforcement is outside of the council's jurisdiction, but states they will continue working with Waka Kotahi on speed camera placement and with NZ Police on monitoring and enforcement. This will be an important complement to any speed limit changes.
- 8.3 The plan indicates it will be reviewed every 3 years, which provides an opportunity to evaluate the effectiveness of the speed limit changes on improving road safety. We support the 3 yearly review cycle as outlined.
- 8.4 We note the plan discusses continuing to engage with NZ Police, Waka Kotahi and the community on speed limit effectiveness. Ongoing monitoring and reporting of safety outcomes will help determine if changes are working.

Recommendations:

- Continue to promote the education initiatives already outlined in the plan.
- Encourage continued partnership with Police and Waka Kotahi on enforcement and monitoring.
- Retain the 3 yearly review cycle for evaluation and adaptation.
- Continue engagement with stakeholders on speed limit effectiveness.

Federated Farmers thanks Western Bay of Plenty District Council for considering our submission.

ABOUT FEDERATED FARMERS OF NEW ZEALAND (INC)

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- our members may operate their business in a fair and flexible commercial environment;
- our members' families and their staff have access to services essential to the needs of the rural community; and
- our members adopt responsible management and environmental practices.

This submission is representative of member views and reflect the fact that local government decisions impact on our member's daily lives as farmers and members of local communities.



From: Henk van Hoogmoed [REDACTED]
Sent: Friday, 3 November 2023 1:00 pm
To: Have Your Say
Subject: Road speed

Good afternoon,
Happy with the reduced speed limits. You need to have attention for the road speed sign in Te Puna Minden Road/
Dawn View Place!!
From Minden Road turn of into Dawn View Place somebody (council) made a BAD mistake to place a sign 80 km/h
This is Mad!
Should be less than 30 km/h. Travel Minden Road up to 60 km/h. is to fast and dangerous.
Kind regards Henk van Hoogmoed
Dawn View Place 11A

From: Lee Thomas
Sent: Saturday, 28 October 2023 9:26 am
To: Have Your Say
Subject: Speed limit reductions.

Follow Up Flag: Follow up
Flag Status: Completed

Denyer has been a major disappointment.

No to all of it.

From: Matt Powdrell
Sent: Wednesday, 22 November 2023 9:02 pm
To: Have Your Say
Subject: Western Bay's draft Speed Management

Good evening,

I support the proposed increase in slower speeds on rural roads within the urban limits. Particularly No 1, 2 and 3 Roads in Te Puke.

I support the reduction in speeds around schools, marae and other identified areas for safety.

I do not support the proposed 80km/h speed limit on the remaining rural roads. These roads should be considered on a case by case basis with arterial routes preserved at 100km/h including Te Puke Highway and Te Matai Road.

Unsealed roads could benefit from reduced speed limits such as 80km/h and other rural roads reduced to 90km/h.

This is more consistent with the UK where rural single lane roads are 60mph and rural laneways 50mph.

Our rural communities provide the bulk of our economic impact and we need to keep them moving safely without impeding their productivity.

Regards
Matt.
Sent from my iPhone



Feedback on the Western Bay of Plenty District Draft Speed Management Plan 2023

To: Bay of Plenty Regional Council,
PO Box 364, Whakatāne 3158
Sent via email to: haveyoursay@westernbay.govt.nz

Name of submitter: Ministry of Education Te Tāhuhu o Te Mātauranga ('the Ministry')

Address for service: Level 2, Waitomo House
6 Garden Place
Hamilton Central, Hamilton 3240

Background

Thank you for the opportunity to provide feedback on the Western Bay of Plenty District Council's "*Draft Speed Management Plan 2023 - Mahere Whakahaere Tere Tauira 2023*". The Ministry of Education - Te Tāhuhu o te Mātauranga ('the Ministry') is the Government's lead advisor on the New Zealand education system, shaping the direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations, and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading, and improving the portfolio, purchasing, and constructing new property to meet increased demand, identifying, and disposing of surplus State school sector property, and managing teacher and caretaker housing. The Ministry is, therefore, a considerable stakeholder in terms of activities that may impact existing and future educational facilities and assets in the Western Bay of Plenty District.

Land Transport Rule: Setting of Speed Limit Rule 2022

As part of the nationwide programme under the government's "Road to Zero" National Road Safety Strategy, all councils must review their road speed limits. The aim of the review is to reduce the number of serious injuries and fatal crashes on New Zealand roads by setting safe and appropriate speed limits that better match the road environment. One of the key actions in the Road to Zero Strategy is to set safe speed limits around all schools by the end of 2027, with an interim target of 40% of schools by 30 June 2024.

As part of this strategy, Waka Kotahi New Zealand Transport Agency released a new 'Setting of Speed Limit Rule 2022' ('the Rule'). The new Rule sets out new requirements and acceptable speed limits near schools, with the aim of making walking and cycling to and from schools much safer. The new Rule requires councils to set a 30kph limit, either as a permanent or varied speed limit for Category 1 schools. The Rule also requires schools identified as Category 2 to have a maximum speed limit of 60kph, also either as permanent or varied speed limit. Category 2 schools include rural schools where there are no, or limited numbers of, associated pedestrian movements associated with the school in the road environment (including on-street pick-up and drop-off for all vehicles, including school buses). The Ministry acknowledges that schools located on state highways are not included in this review.

Memo

education.govt.nz

***The Ministry's feedback on the WDC Interim Speed Management Plan 2023***

Western Bay of Plenty District Council ('Council') has proposed to reduce speeds around each school in the district and have released, and are seeking feedback on, their Draft Speed Management Plan 2023 in response to the Rule and the Road to Zero Strategy 2020-2023.

Council is proposing to reduce road speeds outside schools in the Western Bay of Plenty district to either a permanent or variable speed limit of 30kph outside of all schools as follows:

- All urban schools are proposed to have variable speed limits of 30kph during key pick-up and drop-off hours: 8.25am – 9am and 2.55pm- 3.15pm, with a speed limit of 50kph outside of these times.
- All rural schools are proposed to have variable speed limits of 30kph during key pick-up and drop-off hours: 8.25am – 9am and 2.55am - 3.15pm, with a speed limit of 60kph outside of the specified times.

The speed reductions proposed by Council will provide greater safety for students during pick-up and drop-off times during school days as well as members of the public using school facilities outside of school hours. The speed reductions discussed above are proposed roads bordering the following schools:

- Ōtamarākau School
- Pukehina School
- Pongakawa School
- Paengaroa School
- Rangiuru School
- Te Ranga School
- Maketu School
- TKKM o Te Matai
- Fairhaven School
- Te Puke Intermediate
- Te Puke High School
- Te Puke Primary School
- Oropi School
- TKKM o Te Kura Kokiri
- Whakamārama School
- Te Puna School
- Ōmokoroa No.1 School
- Ōmokoroa Point School
- Te Kura o Te Mouere O Matakana
- Pahoia School
- Katikati College
- Katikati Primary School
- Waihi Beach Primary School

Overall, the Ministry is supportive of the proposed speed limit reductions around schools. The Ministry recognises that schools are used by students, teachers and the public outside normal operating hours and is strongly supportive of permanent speed reductions as they will create permanent improvements to the changes to the roading environments around the abovementioned schools.



The Ministry requests that Council reconsider the proposed variable speed limits around schools across the district. The Ministry’s preference is the adoption of permanent speed limits as the preferred speed management method for schools, instead of the variable speed limit, as many schools still use the school grounds, in the evening for sports training and in the weekends for sports and community events. The variable speed limit would not protect users in these instances, compared to a permanent speed reduction. Furthermore, schools are typically located around residential catchments where students live and play. A permanent slower roading environment at all hours would allow students to live and play in a safer environment.

One of the Ministry’s priorities is to focus on the safety of all students and staff at schools across the country. We understand that safety is also a priority for Council. In this respect, we believe our values are aligned and we encourage Council to reconsider and prioritise permanent speed reductions around schools.

Additionally, the Ministry notes that the proposed variable speed limits take a one size fits all approach where the reduced speeds apply between the hours 8:25am – 9am and 2:55pm – 3:15pm. We do not support this window as it does not capture the entire peak before and after school travel times and does not recognise that some schools have different start and finish times. Although the Ministry’s preference is for the adoption of permanent speed reductions outside all schools, if a variable speed reduction must be applied each school should be engaged with to understand their peak before and after school travel times. This will enable the variable speed limit to capture the entire peak period when students are on the surrounding road network. The Ministry would support at least a one-hour window for each AM and PM window that the speed reduction would apply to accommodate peak pick-up and drop-off times. Applying a minimum of a one-hour window would capture students that are dropped off early to school and some after school sports activities and would enable the whole of the journey to school to be in a safer road environment.

The Ministry also notes that Maketu School has a proposed permanent speed limit of 30kph along School Road. This is displayed in the map below. The Ministry supports this permanent speed limit, as provides for the safety of students, teachers and visitors accessing the school. The Ministry notes that this particular school and speed limit change was not included in the “proposed speed limit changes” document on the WBOPDC website linked [here](#), and requests that this document is amended to include the speed limit changes at Maketu School, alongside the other school’s speed limit changes, in this document.

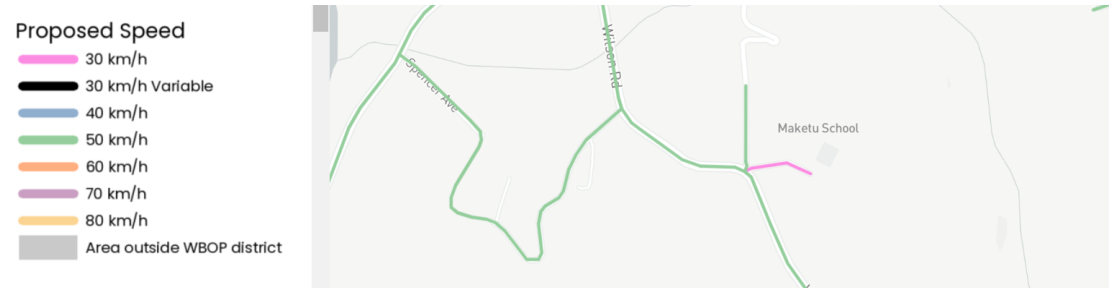


Figure 1: Proposed permanent speed at Maketu School (Source:Westernbay website)

**Decision Sought**

The Ministry supports the reduction of speed limits outside the identified schools, which help create a safer roading environment for students and staff accessing school facilities and seeks for the new limits be implemented as proposed with the following changes:

- The Ministry requests Council considers the adoption of permanent speed reductions instead of variable speed reductions outside all schools to promote safer roading environments for students. This would give the Ministry, students, staff and parents greater confidence that their students can get to and from school safely at all hours.
- Should a variable speed reduction be adopted, the Ministry recommends engagement be undertaken with each school to understand their peak before and after school travel times. The speed reduction timeframes should be amended to account for these times.
- The Ministry supports the permanent speed limit of 30kph along School Road (adjacent to Maketu School), and request that it is included in the "Proposed speed limit changes" document on the Council's website.

If you have any questions on this feedback, please contact the undersigned on behalf of the Ministry.

Kind regards,

A handwritten signature in blue ink, appearing to read 'J Ensing'.

Jessica Ensing

Planner – Beca Ltd



Te Puke Community Board Submission

Road	Start	End	Length	Current Speed	Waka Kotahi	Speed	Street Category	Street Family	Proposed	Proposed	TPCB SUBMISSION NOTES		
					SAAS (Superceded)	Management Guide Speed			Speed Draft SMP	Speed TPCB	Notes1	Notes2	Notes3
ALLEY ROAD	0	998	998	100	60	60	Rural Roads	Rural	80	50	Go Kart track at end of road	Kart Club President & Residents want lower speed	
ARAWA AVENUE *	0	1049	1049	50			Peri-urban Roads?	Rural	50	50	Current speed limit	New Line added *	
ARAWA AVENUE	1049	1115	66	70	60	60	Rural Connectors	Rural	70	50	Current speed limit <80	Extend 50kph to just past Bledisloe Park Ave	
ARAWA AVENUE	1115	2685	1570	70	60	60	Rural Connectors	Rural	70	70	Current speed limit <80		
BLEDISLOE PARK AVENUE	0	1122	1122	70	60	60	Rural Roads	Rural	70	50	Current speed limit <80	Reduce	Difficult to drive >50kph
DUDLEY VERCOE DRIVE	0	657	657	80	60	60	Rural Roads	Rural	80	50	Link Tynan St & No.2 Rd	New urban boundary	
DUDLEY VERCOE DRIVE	657	893	236	80	60	60	Rural Roads	Rural	80	50	Goes to Te Puke Cemetery	Reduce	
FORD ROAD*	0	700	700	100	60	60	Rural Roads	Rural	80	80			
FORD ROAD*	700	978	278	100	60	60	Rural Roads	Rural	80	60	Boat Ramp area	Reduce	
FORD ROAD	978	1791	813	100	60	60	Rural Roads	Rural	80	60	Road to Kaituna Cut	Reduce	
FORD ROAD	0	938	938	100	60	60	Rural Roads	Rural	80		Original - distances updated		
FORD ROAD	938	978	40	100	60	60	Rural Roads	Rural	80		Original - as per above		
JELICOE STREET	106	???	???	50			Urban Roads	Urban	50	40	Extend Town Centre 40kph Zone to Cameron Rd RAB		
KENANA ROAD	0	300	300	100	60	60	Rural Roads	Rural	80	60	Rail Crossing/Urupa access	Reduce	Align with Waitangi 60kph
MAKETU ROAD	4925	5912	987	100	80	60	Rural Connectors	Rural	80	80	Some suggested lower here also		
MAKETU ROAD	5912	6112	200	100	80	60	Rural Connectors	Rural	80	50	Extend 50kph a further 200m	Reduce	Change distance
MALCOLM AVENUE	0	662	662	100	60	60	Rural Roads	Rural	80	60	Te Paamu Marae + ECE Kura	G.RICE recommends 30 (but 60 max ok)	Difficult to drive >50kph
MANOEKA ROAD *	1487	2967	1480	50			Peri-urban Roads	Rural	50	40	Current speed limit <80	2 x Marae + Built-up Maori housing area	Supported by Residents
OTANEWAINUKU CARPARK	0	72	72	100	60	60	Rural Roads	Rural	80	60	Very congested when busy		
POPLAR LANE	0	610	610	100	80	80	Rural Connectors	Rural	80	60	Pap.Hills carpark moving closer to TPK HWY.	Difficult to drive >60kph	Future cycleway connection from Papamoa also
SHAW ROAD (TE PUKE)	0	630	630	100	60	60	Rural Roads	Rural	80	60	Built-up Lifestyle area-more appropriate speed		
SHOWGROUND ROAD *	0	500	500	100	60	60	Rural Roads	Rural	80	60	A&P Showgrounds/Pony Club	MURRAY JENSEN A&P Show President-Endorsed	
SHOWGROUND ROAD *	500	865	365	100	60	60	Rural Roads	Rural	80	60	Built-up Maori housing area	If 80 retained above it should end at 500	
SHOWGROUND ROAD	0	599	599	100	60	60	Rural Roads	Rural	80		Original - distances updated		
SHOWGROUND ROAD	599	865	266	100	60	60	Rural Roads	Rural	80		Original - as per above		
TE PUKE HIGHWAY	10390	11090	700	70-50	60	60	Rural Connectors	Rural	70	50	King St to 100m past No.1 Rd	Current speed limit <80	
TE PUKE HIGHWAY	11090	11327	237	70	60	60	Rural Connectors	Rural	70	70	No.1 Rd to Waiari Bridge	Current speed limit <80	
TE PUKE HIGHWAY	11327	11362	35	70	60	60	Rural Connectors	Rural	70	70	Waiari Bridge	Current speed limit <80	
TE PUKE HIGHWAY	11362	12287	925	100	60	60	Rural Connectors	Rural	80	80	Waiari Bridge		
TE PUKE HIGHWAY	12287	12603	316	100	60	60	Rural Connectors	Rural	80	80	To Strang Rd, Waitangi		
WILSON ROAD NORTH	0	4715	4715	100	80	80	Rural Connectors	Rural	80	80	Arawa Ave intersection		
WILSON ROAD NORTH	4715	4820	105	100	80	80	Rural Connectors	Rural	80	80			
WILSON ROAD NORTH	4820	5277	457	100	80	80	Rural Connectors	Rural	80	80			
WILSON ROAD NORTH	5277	5766	489	70	60	80	Peri-urban Roads	Rural	70	50	1st row of houses	LAURA RAE + Residents-Endorsed	Current speed limit <80
WILSON ROAD NORTH	5766	5919	153	70	50	80	Peri-urban Roads	Rural	70	50	2nd row of houses	LAURA RAE + Residents-Endorsed	Current speed limit <80
WILSON ROAD NORTH	5919	6021	102	50	30	80	Peri-urban Roads	Rural	50	50	School Rd intersection	Reduce further?	Current speed limit <80
WILSON ROAD SOUTH	0	600	600	100	60	80	Rural Connectors	Rural	80	80	Current speed drop 100-50		
WILSON ROAD SOUTH	600	1000	400	50	60	60	Peri-urban Roads	Rural	50	80	Despite houses along here?	Could be 60-70 instead of 50?	
WILSON ROAD SOUTH	1000	1223	223	50	60	60	Peri-urban Roads	Rural	50	50	Reduce speed just b4 bridge	from above	Current speed limit <80
WILSON ROAD SOUTH	1223	2200	223	50	60	60	Peri-urban Roads	Rural	50	50	Mckenzie Rd to Old Coach Rd	Residential	Current speed limit
WILSON ROAD SOUTH	0	810	810	100	60	80	Rural Connectors	Rural	80		Original - distances updated		
WILSON ROAD SOUTH	810	1117	307	50	60	60	Peri-urban Roads	Rural	50		Original - as per above		

WILSON ROAD SOUTH	1117	1223	106	50	40	60	Peri-urban Roads	Rural	50		Original	Current speed limit <80
THE RURAL ROAD SECTIONS BELOW ARE WIDE, SAFE ROADS WITH LONG STRAIGHTS												
NO 1 ROAD	4616	8865	4249	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
NO 2 ROAD	454	800	346	50	60	60	Rural Connectors	Rural	50	50	Current speed limit <80	
NO 2 ROAD	800	4525	3725	100	60	60	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
NO 2 ROAD	4525	5479	954	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
NO 2 ROAD	5479	6754	1275	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
NO 2 ROAD	6754	8673	1919	100	80	80	Rural Connectors	Rural	80	80		No.1 Rd Intersection (6754)
NO 3 ROAD	1194	1943	749	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
NO 3 ROAD	1943	2399	456	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
NO 3 ROAD	2399	3396	997	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
NO 3 ROAD	3396	4650	1254	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	No.4 Rd Intersection (3396)
NO 3 ROAD	4650	5709	1059	100	80	80	Rural Connectors	Rural	80	80		
NO 3 ROAD	5709	6303	594	100	80	80	Rural Connectors	Rural	80	80		Bayliss Rd Intersection (5709)
OROI ROAD	6413	9285	2872	100	80	60	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
OROI ROAD	9285	10968	1683	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
OROI ROAD	10968	11518	550	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
TE MATAI ROAD	301	1690	1389	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
TE MATAI ROAD	1690	4240	2550	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	As per current
TE MATAI ROAD	4240	5240	1000	100	80	80	Rural Connectors	Rural	80	100	The road supports 100kph	Mark Rd Intersection (4240)
TE MATAI ROAD	5240	6945	1705	100	80	80	Rural Connectors	Rural	80	80		Waimea Dr Intersection (6945)
TE MATAI ROAD	6945	8340	1395	100	80	80	Rural Connectors	Rural	80	80		
TE PUKE HIGHWAY	0	787	787	100	60	60	Rural Connectors	Rural	80	80		
TE PUKE HIGHWAY	787	852	65	100	30	60	Rural Connectors	Rural	80	80		
TE PUKE HIGHWAY	918	1028	110	100	30	60	Rural Connectors	Rural	80	80		
TE PUKE HIGHWAY	1028	1639	611	100	80	60	Rural Connectors	Rural	80	80		
TE PUKE HIGHWAY	1639	2667	1028	100	80	80	Rural Connectors	Rural	80	100		
TE PUKE HIGHWAY	2667	3602	935	100	80	80	Rural Connectors	Rural	80	100		
TE PUKE HIGHWAY	3602	6306	2704	100	80	80	Rural Connectors	Rural	80	100		
TE PUKE HIGHWAY	6306	6909	603	100	80	80	Rural Connectors	Rural	80	100		
TE PUKE HIGHWAY	13818	14488	670	100	50	80	Peri-urban Roads	Rural	80	80	Kaituna River to Pah Rd	
TE PUKE HIGHWAY	14488	16625	2137	100	80	80	Peri-urban Roads	Rural	80	100	From Pah Rd	
TE PUKE HIGHWAY	16625	17510	885	100	80	80	Rural Connectors	Rural	80	100	To Gulliver Rd	
TE PUKE HIGHWAY	17510	17527	17	100	80	80	Rural Connectors	Rural	80	80	To TEL Roundabout	

From: Micah Appleton
Sent: Wednesday, 22 November 2023 11:20 am
To: Have Your Say
Subject: Speed Management Plan

Have Your Say
Western Bay of Plenty District Council
Draft Speed Management Plan 2023

Submission on behalf of Waihi Beach school

Waihi Beach school supports any efforts to reduce injuries and deaths on our roads. WBS has been proactive in raising road and infrastructure safety concerns with wbopdc, however gaining support from council representatives to enact changes has been difficult.

We feel that the existing speed limit of 40km/ph is the right speed zone for the roads surrounding our school. This is due to an observed lack of compliance with the existing 40kph signage, along with the potential that the vehicles that do slow to 30kph will quickly increase speed back to 50kph after the visual of the school has been passed.

We have already raised concerns with wbopdc that a pedestrian walkway was installed leading to a blind corner of Beach Road without crossing facilities. This section happens to fall just outside the school boundary, we have already received multiple reports of near misses at this section as it is.

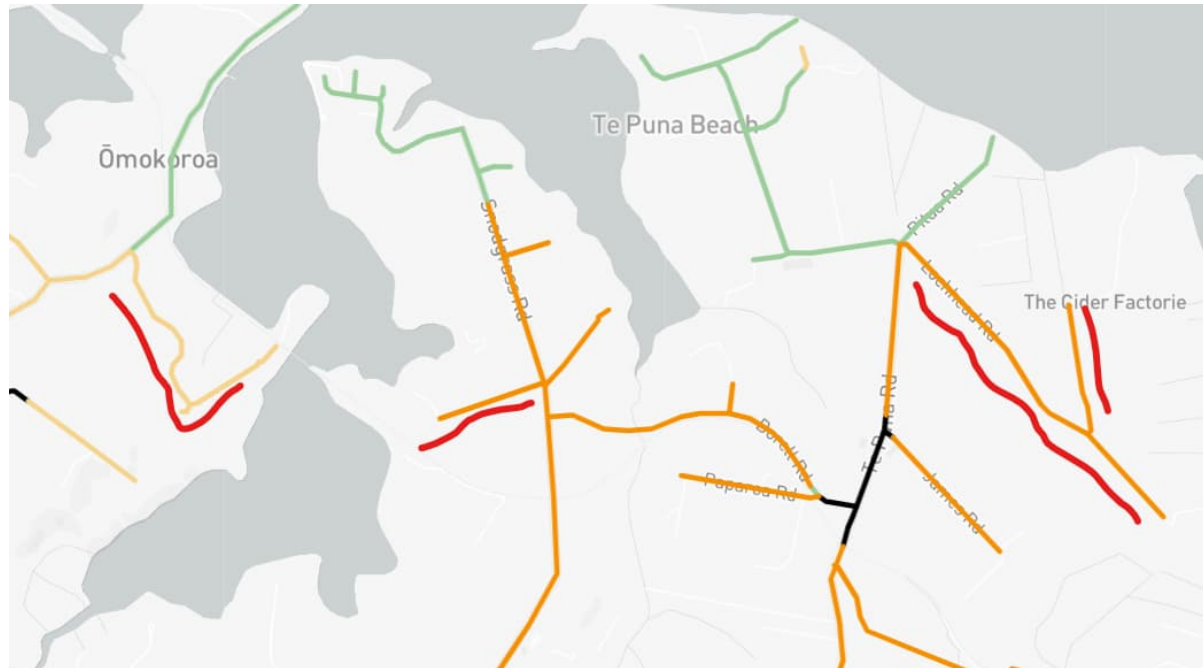
We feel that reducing the speed further will not produce the required changes in driver behavior to achieve a proposed 'zero' target here. It is our opinion that infrastructure investment is needed to ensure the safety of our community in this area.

Micah Appleton
Board of Trustees Waihi Beach school.

From: Murray Grainger
Sent: Friday, October 27, 2023 4:14 PM
To: Charlene Page
Subject: Speed management plan

Please forward

These roads were discussed in Chambers as being shared cycleway on-road routes and the suggestion was a lower (50kph) limit.
Somehow that information did not make it through to the map.



Jess Road
Newnham Road
Lochhead Road
Oikimoke road

Murray

Submission on Draft Speed Management Plan 2023

Quayside Properties Limited

1.0 Introduction

My name is Hayley Stronge. I am the Planning Team Leader in the Harrison Grierson Tauranga office. I have been engaged by Quayside Properties Limited (QPL) to submit feedback to the Western Bay District Council (WBOPDC) 'Draft Speed Management Plan 2023'.

2.0 Background

The Rangiuru Business Park is approximately 162hectare area of land that was identified in the early 2000s as being a strategically placed to provide linkages from the Eastern Bay of Plenty through for freight being distributed to the international market through the Port of Tauranga.

A private plan change commenced in 2006 to rezone the land from rural to industrial. The plan change was approved in 2008. The Rangiuru Business Park Structure Plan that was incorporated in the Western Bay of Plenty District Plan included a number of "perquisites" to development within the business park by way of the delivery of the key pieces of infrastructure that are required to be delivered in Stage 1. These include (amongst other items):

- The interchange to the Tauranga Eastern Link (TEL),
- Internal roading networks,
- Stormwater pond,
- 6.5km wastewater rising main to the Te Puke wastewater treatment plant, and
- Provision of water reservoirs for supply of water to the entire business park.

A suite of Resource consent applications have been obtained from the BOPRC and the WBOPDC in order to develop this site into an Industrial Business park, including, stormwater discharges, earthworks construction, subdivision and groundwater takes.

QPL commenced the earthworks within Stage 1 in 2021 to recontour the landform, construct the embankments for the new interchange onto the TEL and construction of a new stormwater pond.

The subdivision consent was approved by the Western Bay of Plenty District Council in 2022 for Stage 1. QPL is set to commence civil construction works in Stage 1 with the construction of the internal roads and installation of the common services for the industrial allotments.

The Rangiuru Business Park will cater for a wide range of business/industrial activities including offices and both light and heavy industrial vehicles, as well as a range of ancillary activities.

The internal roading network will cater for vehicles travelling at 50kph. The Structure Plan includes several roading upgrades along Young Road associated with the respective stages. These generally include:

- Road widening to an industrial standard, and
- Roundabouts with the intersections at two key locations on Young Road (see figure 1)



Figure 1 Roading layout plan - Rangiuru Business Park Structure Plan

The current 100kph speed limit along Young Road will conflict with the roading upgrades that are required under the Rangiuru Business Park Structure Plan, and ultimately the traffic that will be generated by the industrial land uses.

3.0 Submission Points/Feedback

In preparing this feedback, we have reviewed the Draft Speed Management Plan 2023 and the Draft Speed Management Plan 2023 Consultation Booklet. The questions outlined in the Consultation Booklet are below, with our feedback.

Q1. How important is it to make the proposed speed limit reductions to make it safer and easier for people to get around the Western Bay District?

Very Important - We are an increasingly growing community and as the use of our road's increases, the risk of traffic related accidents on our roads becomes greater. We support a reduction in the speed limit in areas where there is a high concentration of people and vehicles, such as the future Rangiuru Business Park which will have access along Young road (currently a 100km/hr speed). Our position is that the speed limit should be reduced along Young Road to reflect the speed limit within the Business Park.

Q2. Do you agree with the proposed approach to apply a 50kph speed limit in urban areas? (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

N/A

Q3. Do you agree with the proposed approach to apply an 80kph speed in rural areas (except for priority areas, schools, Māori communities, town centres, community priority areas, and where the speed limit is already lower than what is proposed)?

Yes – The Rangiuru Business Park is surrounded by a Rural Zone environment. However, this submission has only considered Young Road in the context of the Rangiuru Business Park and the application of an appropriate speed limit. Specifically, the current 100km/hr on Young Road will need to be reduced to 50km/hr.

It is considered that Young Road should be identified (in table specifying “Our proposed approach is outlined below:”) as a ‘Specific Rural Road’.

The characteristics of the environment surrounding Young road will significantly change in the near future from a predominantly Rural area to a predominantly Industrial Business area.

Q4. Do you agree with the priority areas that we will implement over the next three years (this includes schools, Māori communities, town centres, specifically identified rural roads and community identified roads)?

Yes – As above.

Q5. Do you have any feedback for a specific road where we have proposed a speed limit change?

Yes – As above

Q6. If you answered ‘Yes’ to Q5 please provide us further details:

Name of Road/Street: **Young Road.**

Location on Road/Street (town/suburb): **Rangiuru Business Park.**

Please share your thoughts here as to why: As outlined above

Q7. Do you want to make us aware of any additional location on our local road network where we should review the speed limit?

No

Q8. If you answered ‘Yes’ to Q7 please provide us further details.

N/A

Q9. Your feedback is important to us. If you have any further feedback about the Draft Speed Management Plan 2023, please share your thoughts here:

As outlined above.

Western Bay of Plenty District Council – Speed Management Plan

April 2024

Overview

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

This is the first 'Speed Management Plan' for our district and is developed under the current Land Transport Rule: Setting of Speed Limits 2022. It is recognised that there will be changes to road safety legislation in 2024 that may require this plan to be amended.

Council regularly receives community feedback on speed limits and 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 local roads are safe for everyone.

Our aim is to provide a safe local road network for all road users regardless of age, ability and mode of travel. Based on community feedback to a draft Speed Management Plan in 2023, Council considers that the best way to do this is to target priority areas for speed limit reductions as follows:

	Priority area	Rationale	Approach
1.	Schools	High concentration of young people at peak times.	<ul style="list-style-type: none"> All schools – 30kph variable speed limits at peak times (pick up and drop off). Urban schools – 50kph permanent unless the speed limit is currently lower Rural schools – 60kph or 80kph permanent unless the speed limit is currently lower.
2.	Community identified areas	Local community support for a speed limit reduction.	<ul style="list-style-type: none"> Fairview Estate – all roads within the estate 30kph Matakana Island – all roads 60kph unless currently lower. Te Puna (SH2 to Tauranga Harbour) – all roads 60kph unless currently lower. Pahoia Road – 60kph Wilson Road North – extend the 50kph and 70kph zones:

	Priority area	Rationale	Approach
			<ul style="list-style-type: none"> ○ Start of 70kph – 80m south of Waewaetutuki Road intersection. ○ Start of 50kph – 450m north of Arawa Avenue intersection.
3.	Town centres	High concentration of people.	Waihi Beach, Ōmokoroa and Te Puke town centres – 40kph unless currently lower. Note Katikati town centre State Highway 2 is under jurisdiction of Waka Kotahi.
4.	Marae	Provide safer connections within marae communities.	Case by case basis working with marae communities.

The plan will be reviewed every three years. The priorities will be considered on an annual basis and the plan amended if required, outside of the three year review process.

The costs of implementing road safety initiatives will be shared between Western Bay of Plenty District Council and Waka Kotahi and is subject to resource and funding availability.

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 compel 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. The safe systems approach recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes don't result in the loss of life or limb. Mistakes are inevitable – deaths and serious injuries from road crashes are not.

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 and speed management on state highways. 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. However it is recognised that the Interim SMP may not be implemented as an outcome of new government direction.

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. It is important to note that traffic volumes reduced in 2020 due to COVID-19 lockdowns.

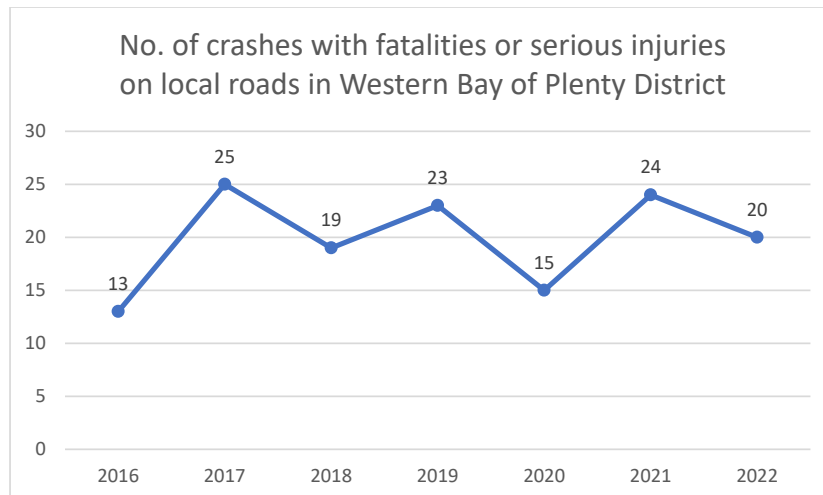


Figure 2: No. of crashes resulting in fatalities or serious injuries. Source: Waka Kotahi Crash Analysis System (CAS).

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

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

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/>

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.

Speed Limits Bylaw review 2020

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.

Your Place/Tō wāhi 2023 community engagement

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

Draft Speed Management Plan consultation 2023

Council consulted on a draft Speed Management Plan in October/November 2023. The draft Plan proposed a general approach to speed limits of 50 kph for urban roads and 80 kph for rural roads, with exceptions including schools, marae, town centres and Council identified priority areas.

There was mixed feedback where some considered speed limit reductions are necessary across the network and others consider a more targeted, evidence based approach is necessary. The most support was for speed limit reductions around schools. Taking a blanket approach to 80kph for rural roads had little support with the rationale including the potential implications of this on driver behaviour (frustration etc) and that its not

appropriate to take a one size fits all approach. A number of individual roads were also identified for further speed limit reductions.

Māori engagement

The development of 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 before the next review in 2027.

School engagement

All schools/kura were contacted to identify safety issues with their local roads. Their feedback helped to inform priorities for implementation of this Plan.

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 state highway plans, particularly for schools located on state highways (e.g. Kaimai School and Pyes Pa School).

Community board engagement

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

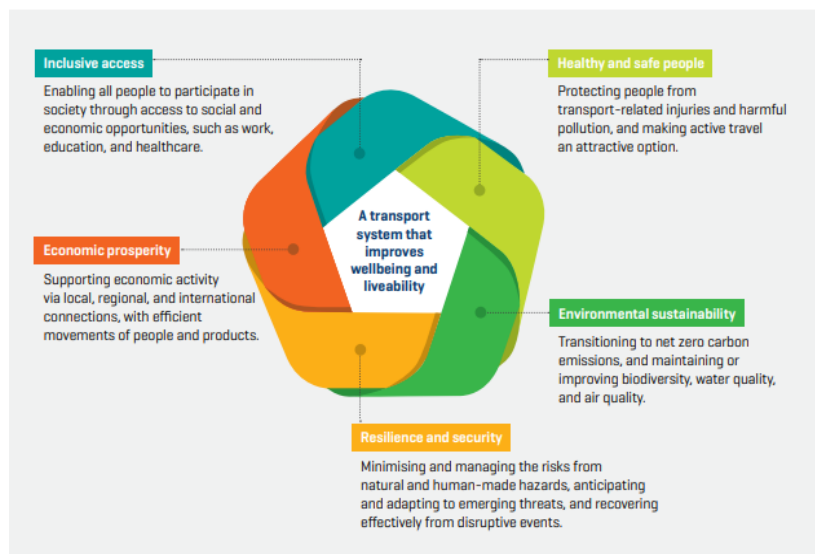
Council is committed to providing a safe road network for all road users regardless of age, ability and mode of travel. To achieve this over the Speed Management Plan timeframe:

- Investment will be targeted to achieve the best safety outcomes for the local community through prioritising areas with the highest need first.
- Priorities will be reviewed on an annual basis to reflect what has been achieved and any changes in community priorities or direction.

- 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 efficient environment.



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. It is recognised that they may change in the next Government Policy Statement however they capture most of the key considerations necessary for our transport system.




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

Our priorities for speed limit reductions and safety improvements on the local roading network focus on schools, 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), town centres and marae communities.

	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 unless currently lower.

	Variable	Permanent	Approach
Rural schools			<p>All rural schools/kura will have variable speed limits. This means the 30kph speed limit will apply at specified times.</p> <p>A permanent 60kph or 80kph will apply outside of the specified times unless currently lower.</p>
Community identified 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.
Pahoia Road			60kph from Railway to current 50kph
Matakana Island			60kph for all public roads on Matakana Island. Noting that Te Kura o Te Moutere o Matakana will have 30kph variable speed limit at specified times.
Wilson Road North		 	<p>Extend the 50kph and 70kph zones:</p> <ul style="list-style-type: none"> Start of 70kph – 80m south of Waewaetutuki Road intersection. Start of 50kph – 450m north of Arawa Avenue intersection.

	Variable	Permanent	Approach
Town centres (refer maps in Appendix 1)			<p>Waihi Beach – Wilson Road town centre, Beach Rd and The Esplanade.</p> <p>Te Puke town centre – Includes Jocelyn Street, Te Puke Highway, Queen Street, Boucher Ave. 30kph on Commerce Lane is retained.</p> <p>Ōmokoroa Road – from Tralee Street to Anderley Ave. Extend to include Tralee Street, Anderley Ave and the western section of Hamurana Rd.</p> <p>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 Digglemann Park.</p>
Marae 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.

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.

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 aligned with GPS direction. 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 priorities will be used to develop a forward works programme that qualifies for Waka Kotahi funding assistance under the low cost, low risk work category.

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 Safe](#) community safety programmes.
- Recognise Waka Kotahi and NZ Government role in public education for road safety.
- Recognise role of Bay of Plenty Regional Council in education on the regional speed management plan for the Bay of Plenty region.

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 locations 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 (fact based).
- Performance measure (fact based) – Reduction in the number of crashes that result in fatalities or serious injuries. 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 may need to be updated in the future.

When is this plan reviewed next?

After the SMP has been adopted, future minor amendments not contemplated in the SMP will require a new Council resolution, then approval from the Waka Kotahi director. This can be done individually or bundled together and approved in one report.

The Speed Management Plan will be reviewed every three years or earlier should Council provide this direction.

Reviews will 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.

Appendix 1 – Town Centre speed limit change areas (included within yellow lines)**Waihi Beach**

Waihi Beach



Te Puke



Ōmokoroa



Speed Management Plan – Decision Document**April 2024**

Thank you to everyone that provided feedback on the draft Speed Management Plan in October/November 2023.

The proposed approach to speed limits outlined in the draft Plan was 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.

We decided to focus more on local knowledge in setting speed limits for our district, rather than applying Waka Kotahi guidance on safe and appropriate speeds set under the Road to Zero safety programme.

Of the close to 200 submissions received, there was the most support for reducing speed limits around schools during peak times, and not much support for the blanket 80 kph for rural roads.

Things have changed!

The legislation that the plan was prepared under has now changed under the new government.

Development of a speed management plan is no longer a mandatory requirement, and new policies and rules are being developed to guide the setting of speed limits.

So what does this mean for our speed management plan?

We are still going to use the plan and your feedback to guide where speed limit changes are required. It's a good way to have a conversation with you on road safety and speed limits, and to capture this in one place. The plan will be reviewed every three years.

A national speed limit register is now the legal tool used to set speed limits so the plan will guide what's included in the register.

How have we responded to your feedback?

We have decided to narrow our focus to priority areas only. These are schools, marae, town centres and specific roads where there is community support for change.

This means we are no longer implementing a blanket 80kph speed limit in rural areas or 50kph speed limit in urban areas. Current speed limits will remain except for schools, marae, town centres and specific roads identified in the table below.

	Priority area	Rationale	Approach
1.	Schools	High concentration of young people at peak times.	<ul style="list-style-type: none"> All schools – 30kph variable speed limits at peak times (pick up and drop off). Urban schools – 50kph permanent unless the speed limit is currently lower Rural schools – 60kph or 80kph permanent unless the speed limit is currently lower.
2.	Community identified areas	Local community support for a speed limit reduction.	<ul style="list-style-type: none"> Fairview Estate – all roads within the estate 30kph Matakana Island – all roads 60kph unless currently lower. Te Puna (SH2 to Tauranga Harbour) – all roads 60kph unless currently lower. Pahoia Road – 60kph Wilson Road North – extend the 50kph and 70kph zones: <ul style="list-style-type: none"> Start of 70kph – 80m south of Waewaetutuki Road intersection. Start of 50kph – 450m north of Arawa Avenue intersection.
3.	Town centres	High concentration of people.	<p>Waihi Beach, Ōmokoroa and Te Puke town centres – 40kph unless currently lower.</p> <p>Note Katikati town centre State Highway 2 is under jurisdiction of Waka Kotahi.</p>
4.	Marae	Provide safer connections within marae communities.	Case by case basis working with marae communities.

How does this get implemented?

The Speed Management Plan sets out priorities for implementation from 2024 until 2027.

The timing and cost of implementing road safety initiatives will be shared between Western Bay of Plenty District Council and Waka Kotahi and is subject to resource and funding availability.

What if I want to see further changes to speed limits?

After the SMP has been adopted, future minor amendments not contemplated in the SMP will require a new Council resolution, then approval from the Waka Kotahi director. This can be done individually or bundled together and approved in one report.

The Speed Management Plan will be reviewed every three years or earlier should Council provide this direction. Reviews will 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.

Would you like to know more?

For a full copy of the Speed Management Plan, please visit our website at www.westernbay.govt.nz/speedlimits or ask at one of our libraries and service centres.

A full copy of the report where the Speed Management Plan was adopted is also available on our website as part of the 4 April 2024 Council agenda. To view please visit our website www.westernbay.govt.nz/council.



Speed Limits Bylaw 2020

Explanatory Note

This bylaw made pursuant to section 22AB(1)(d) of the Land Transport Act 1998 and allows Western Bay of Plenty District Council as the road controlling authority to set speed limits on roads under the care, control or management of Western Bay of Plenty District Council.

This bylaw amends and replaces the Western Bay of Plenty District Council Speed Limits Bylaw 2012.

This explanatory note is for information purposes only and does not form part of this bylaw.



Western Bay of Plenty District Council

Speed Limits Bylaw 2020

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WESTERN BAY OF PLENTY DISTRICT COUNCIL

1. Title

This Bylaw is the Western Bay of Plenty District Council Speed Limits Bylaw 2020.

2. Commencement

This bylaw comes into force on 29 March 2021.

3. Application

Western Bay of Plenty District Council makes this bylaw to set speed limits on roads under the care, control or management of this Council, as specified in the schedules to this bylaw.

Explanatory note: This bylaw does not apply to state highways under the control of the New Zealand Transport Agency.

4. Purpose

The purpose of this bylaw is to allow Western Bay of Plenty District Council to set speed limits in accordance with the Land Transport Rule: Setting of Speed Limits 2017 on all roads under the care, control or management of Western Bay of Plenty District Council. Consideration is also given to the Speed Management Guide as part of Council's assessment of appropriate speed limits.

5. Interpretation

5.1 In this bylaw, unless the context otherwise requires:

Council means the Western Bay of Plenty District Council

Urban traffic area refers to the areas specified in Schedule 1.

Rule means the Land Transport Rule: Setting of Speed Limits 2017.

5.2 Any undefined words, phrases or expressions used in this bylaw have the same meaning as the Rule.



WESTERN BAY OF PLENTY DISTRICT COUNCIL

6. Speed limits set by this bylaw

- 6.1** The areas of road described in the Schedules 1-8 or as shown in a map referenced in those schedules, are declared to have the speed limit specified in those schedules and maps, which are part of the bylaw.
- 6.2** The speed limits set in Schedules 1-8 were determined in accordance with the Rule.
- 6.3** For the avoidance of doubt, unless a different speed limit is set and in effect under Schedule 2-8, or an emergency speed limit or temporary speed limit is in force, the speed limits on roads within the Western Bay of Plenty District are:
- (a) 50 km/h within the urban traffic areas specified in Schedule 1; and
 - (b) 100 km/h outside the urban traffic areas specified in Schedule 1.

7. Signage

- 7.1.** Where a speed limit is set or varied by Council, it must install speed limit signage as required by the Rule.

8. Offences

- 8.1** Every person commits an offence against this Bylaw who operates a vehicle in contravention of any speed limit set under this Bylaw.
- 8.2** Subject to anything to the contrary, every person who commits an offence against this Bylaw shall be subject to the penalties set out in the Land Transport Act 1998 and any relevant regulations.

9. Enforcement

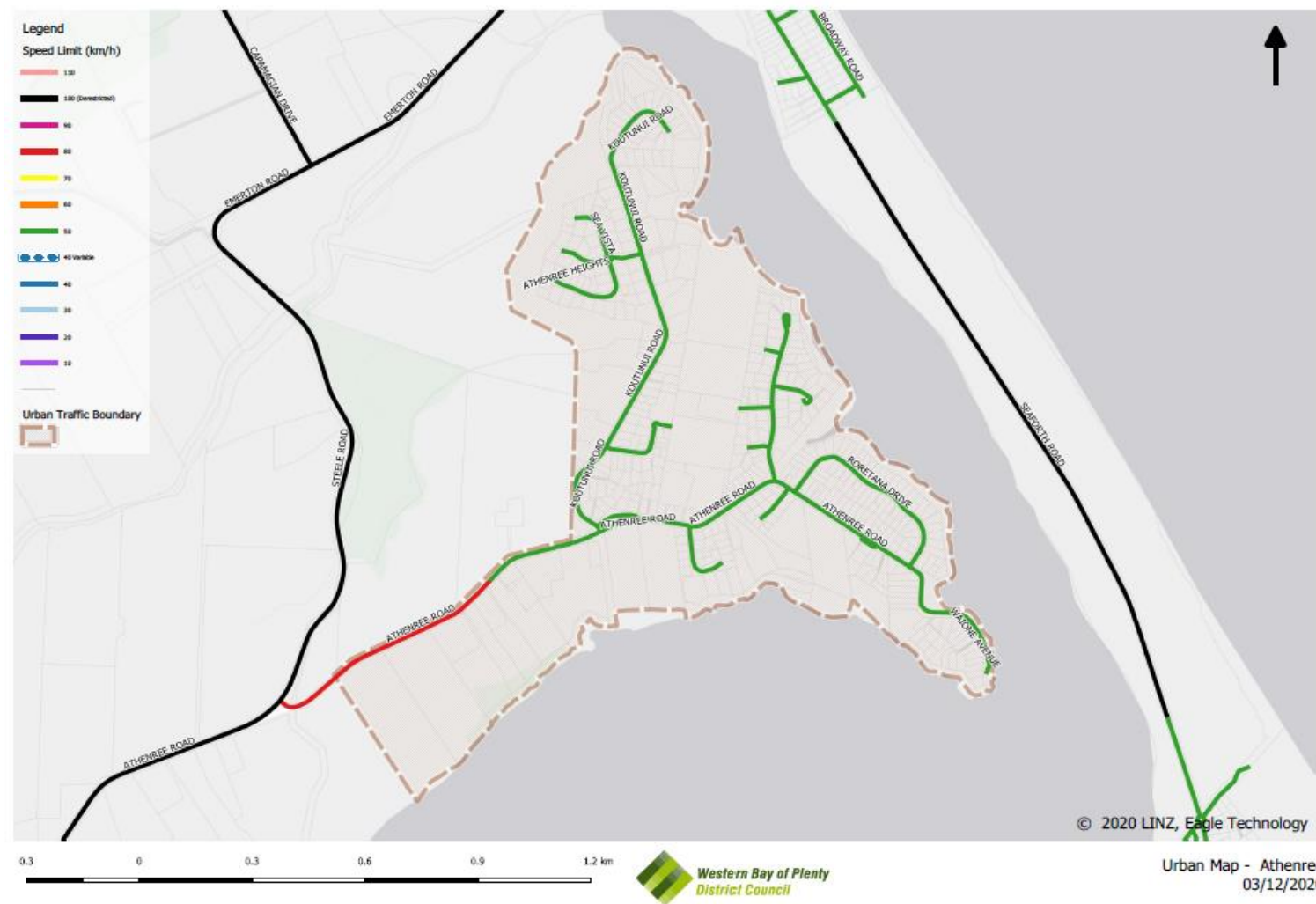
- 9.1** The New Zealand Police are responsible for the enforcement of the speed limits set out in this Bylaw.

10. Schedules

Unless a different speed limit is set and in effect under Schedule 2-8, or an emergency speed limit or temporary speed limit is in force, the speed limits on roads within the Western Bay of Plenty District are:

- (a) 50 km/h within the urban traffic areas specified in Schedule 1; and
- (b) 100 km/h outside the urban traffic areas specified in Schedule 1.

Schedule 1 – Urban traffic areas



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December 2020



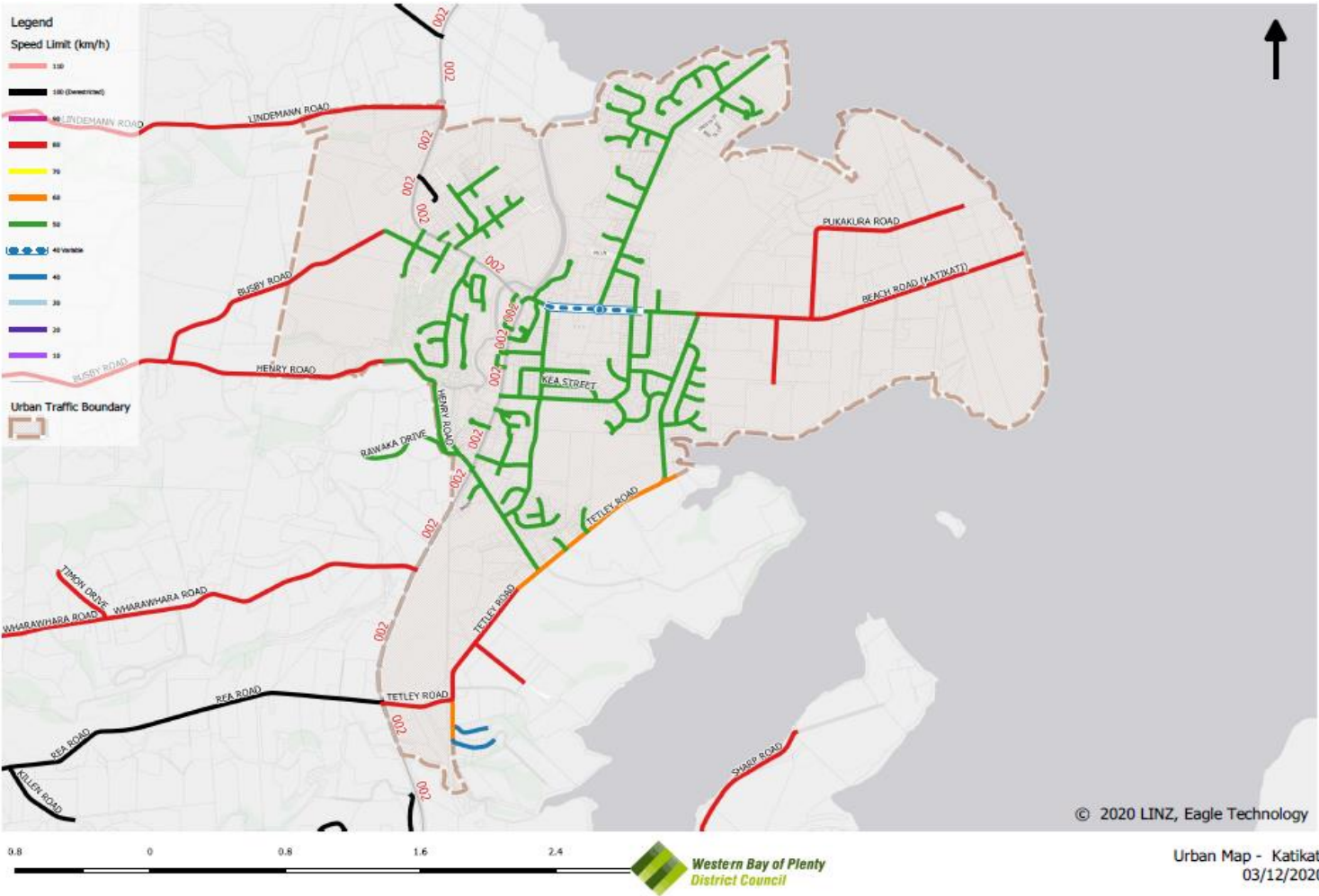
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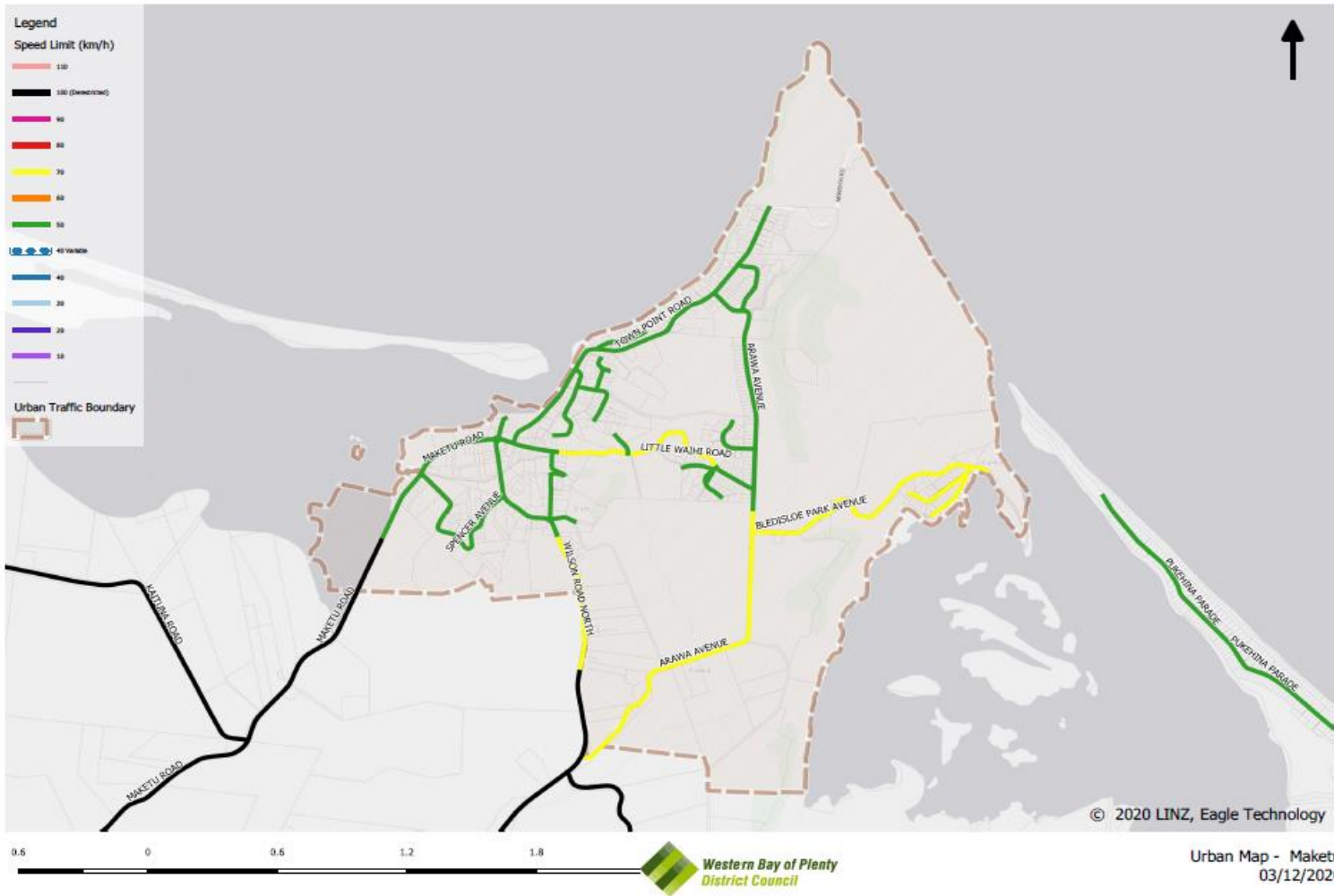
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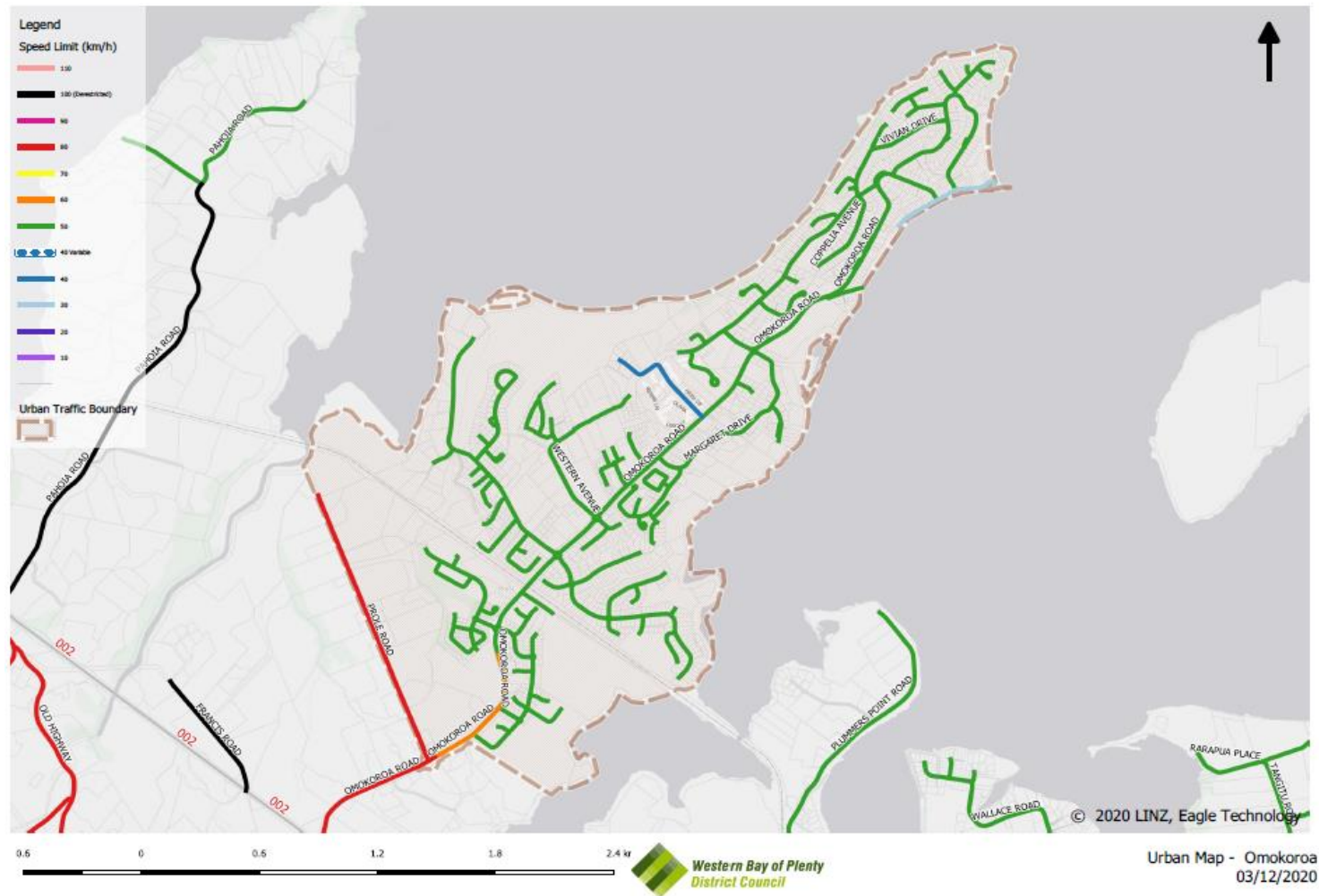
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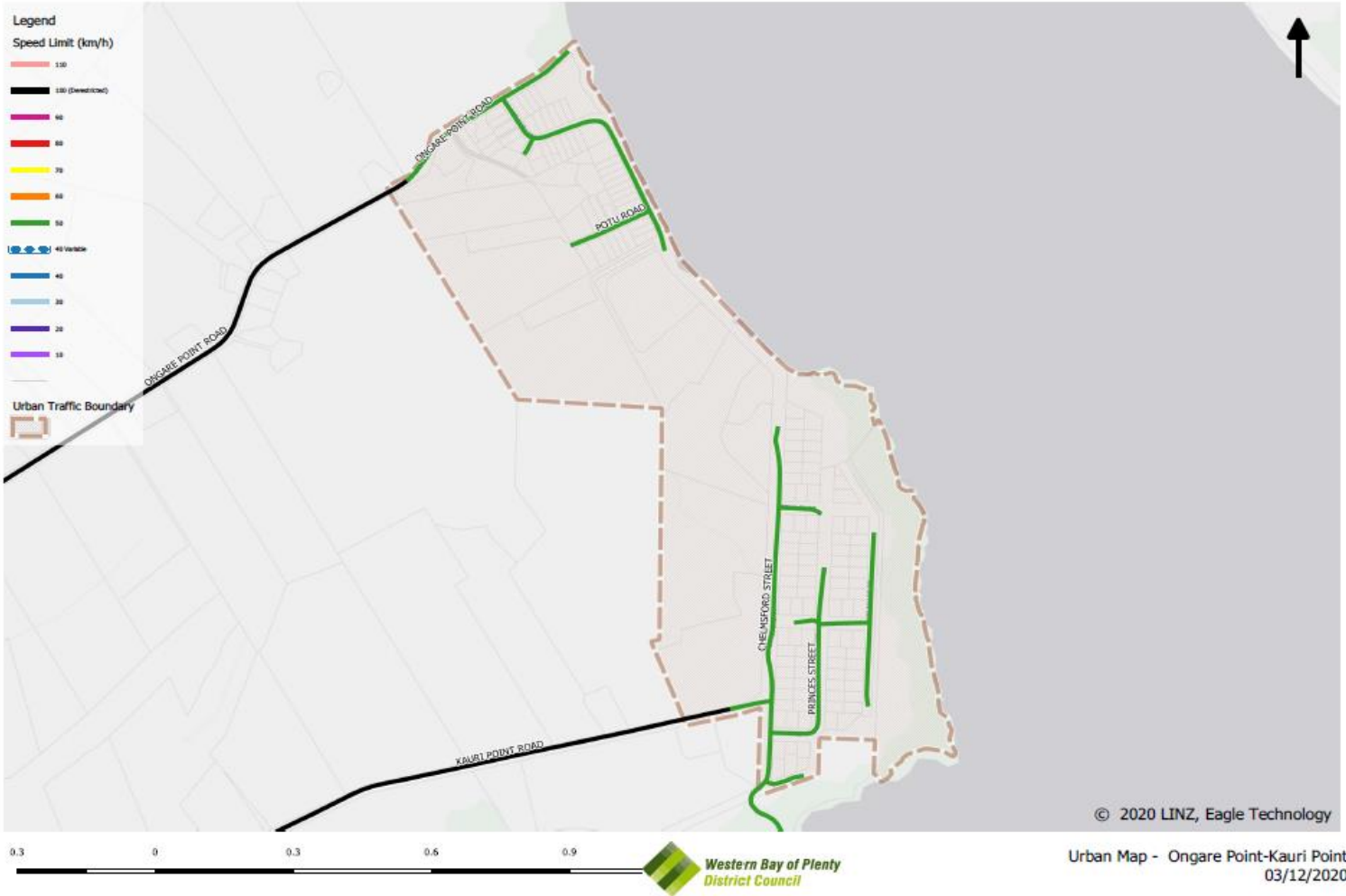
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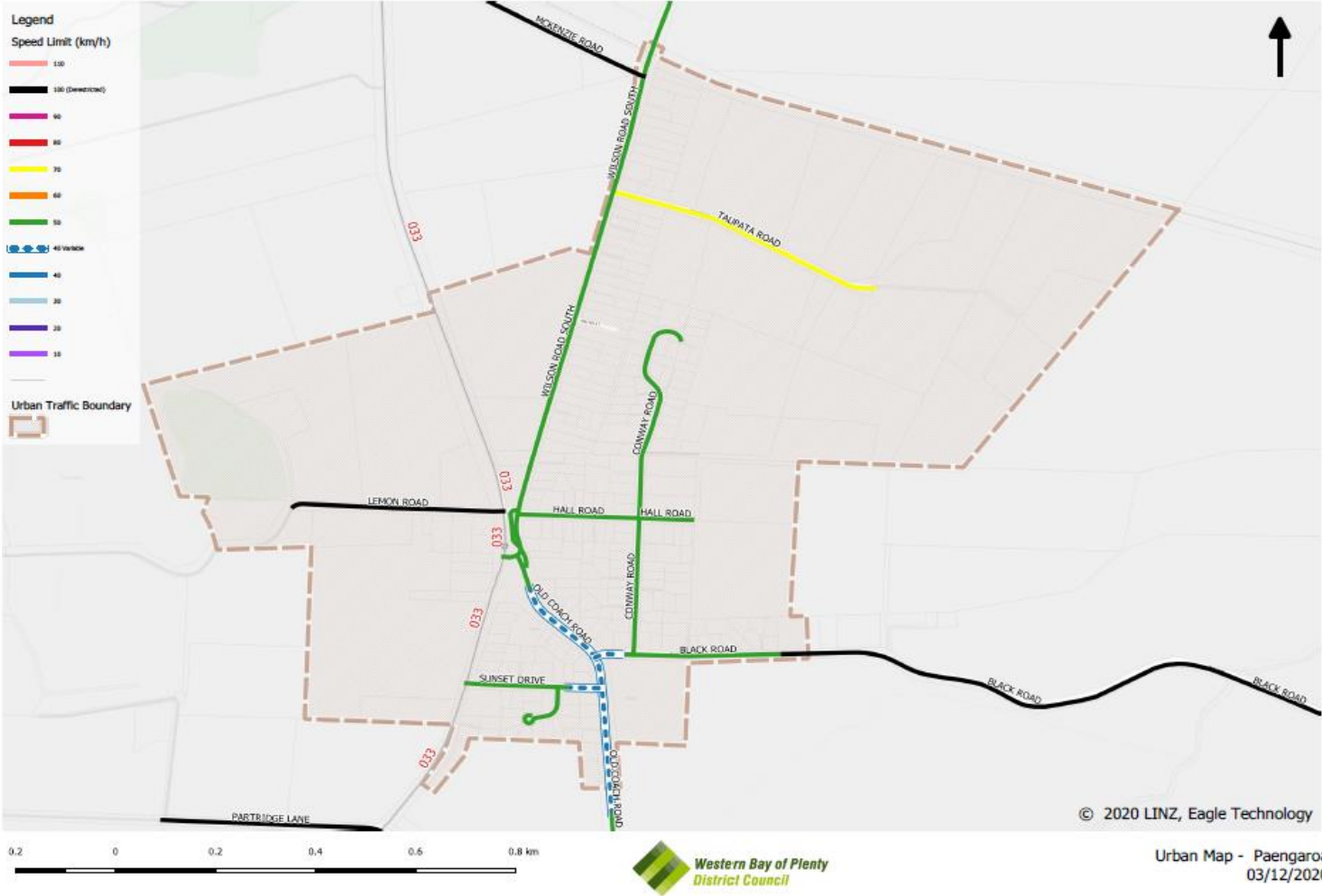
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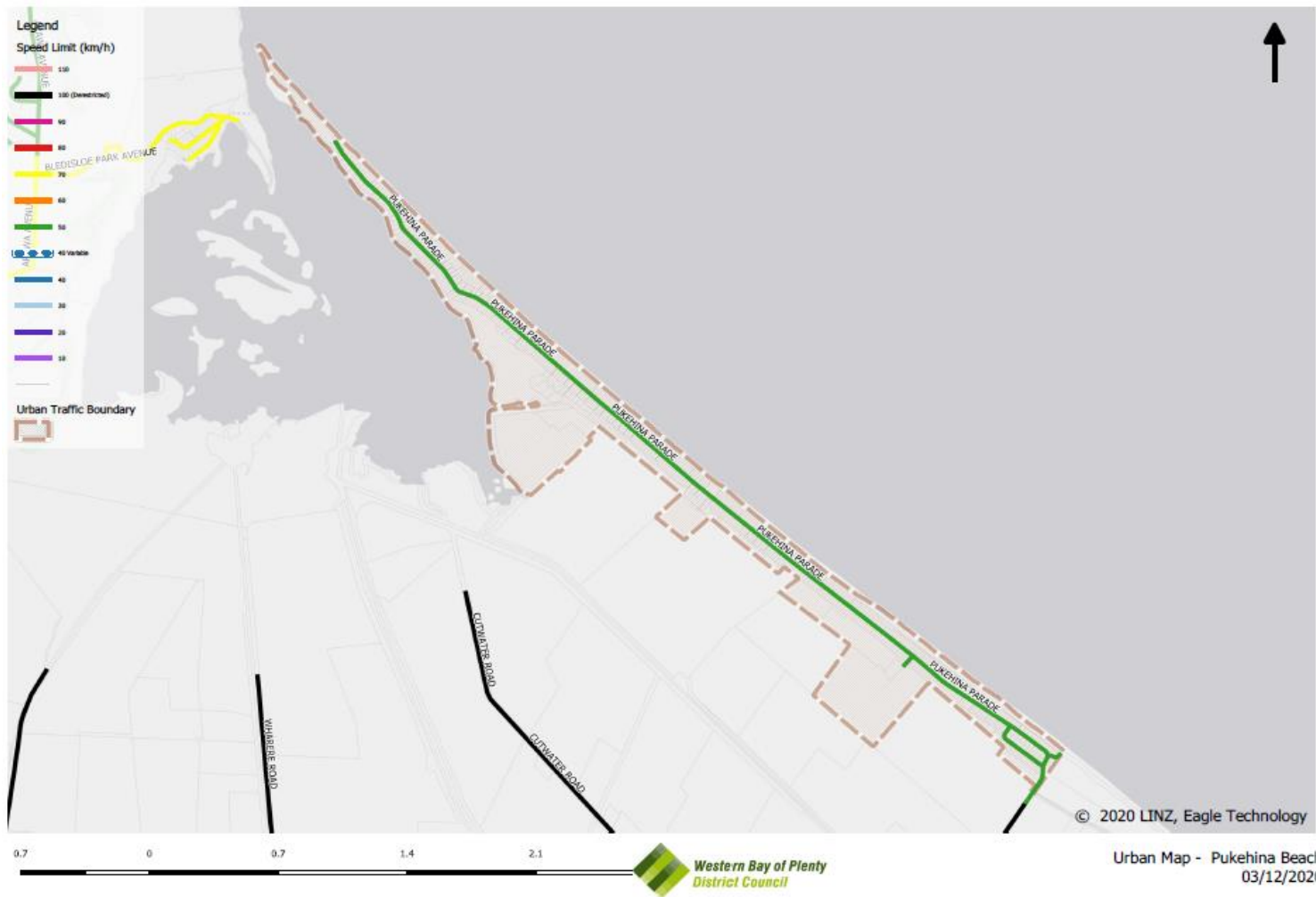
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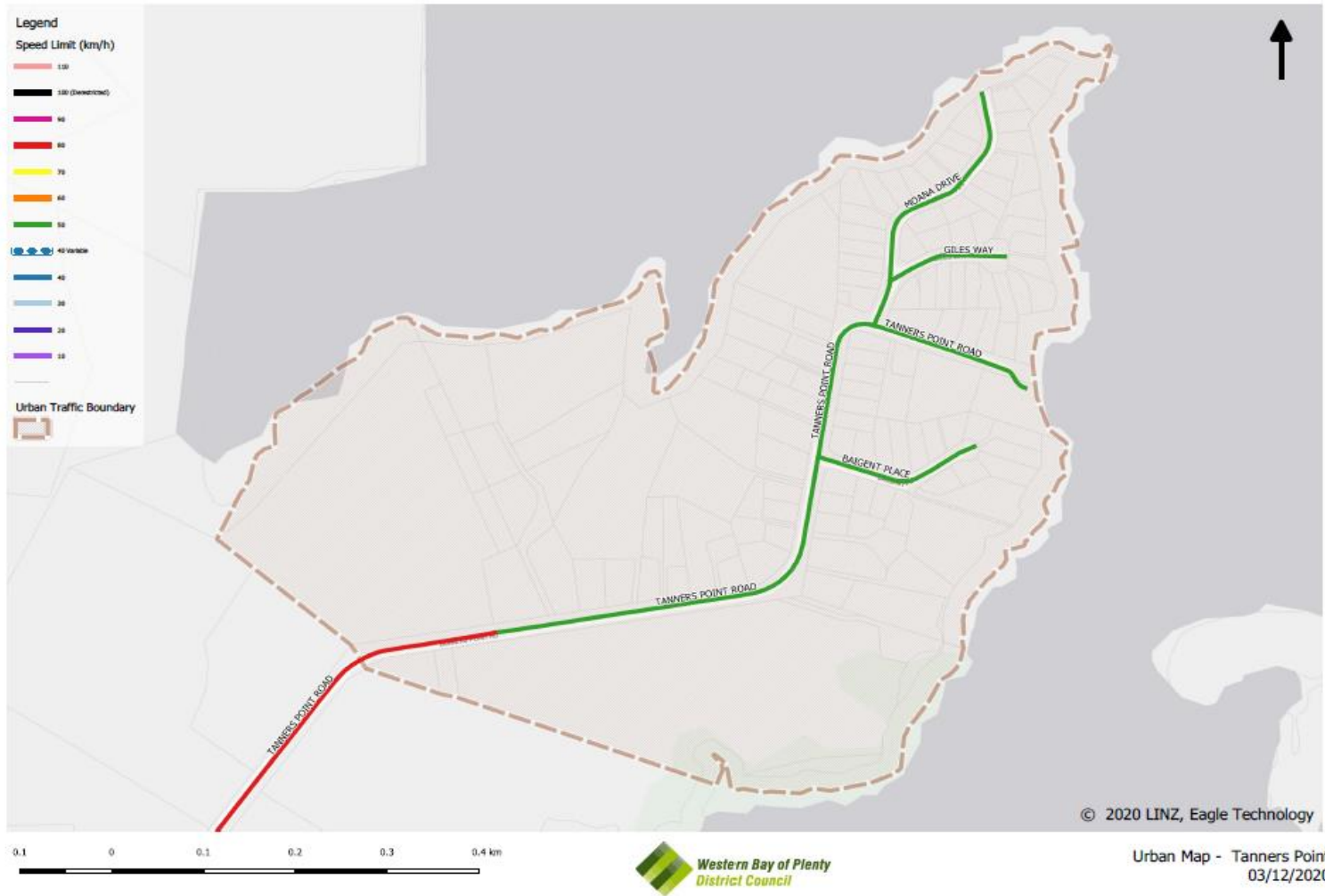
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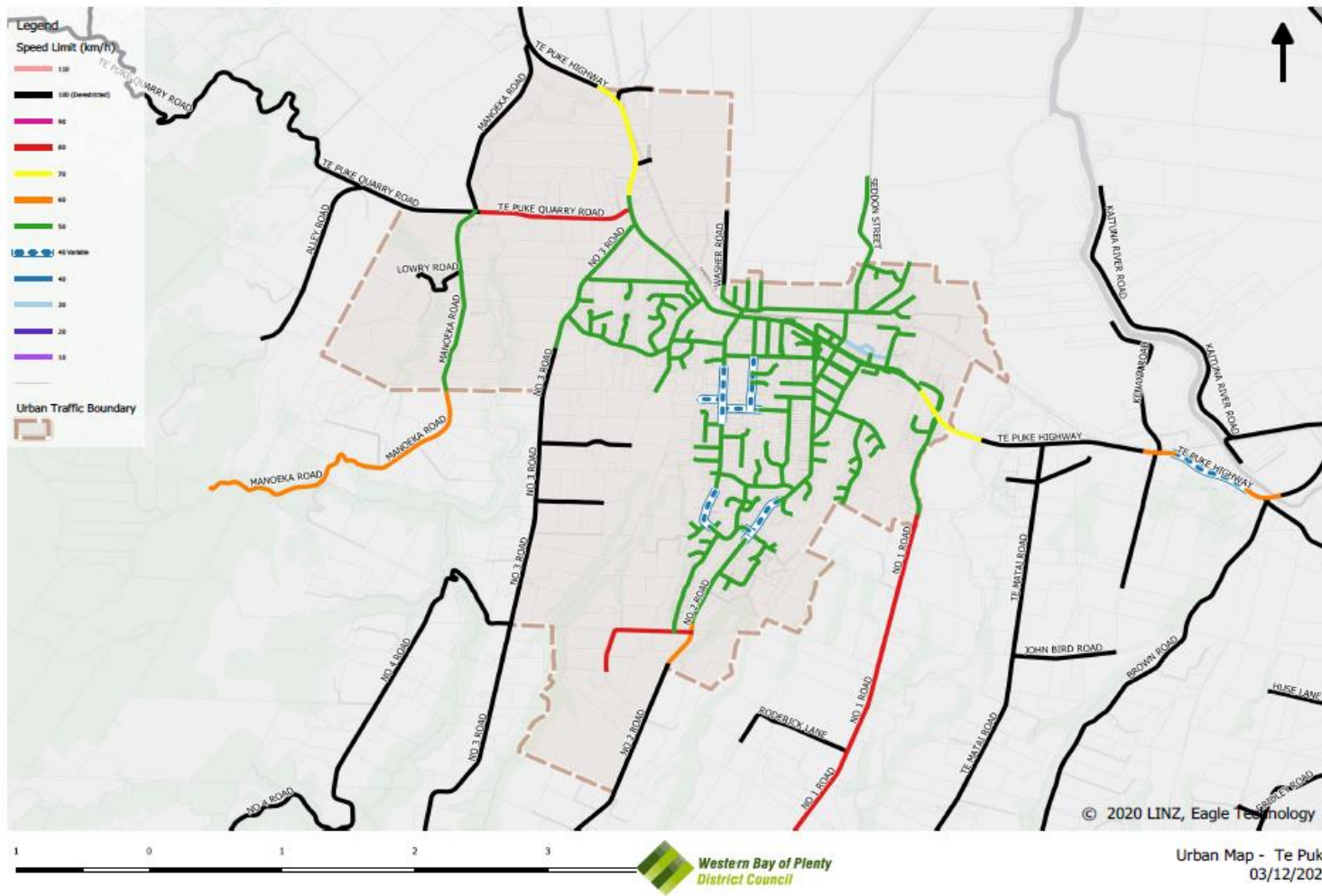
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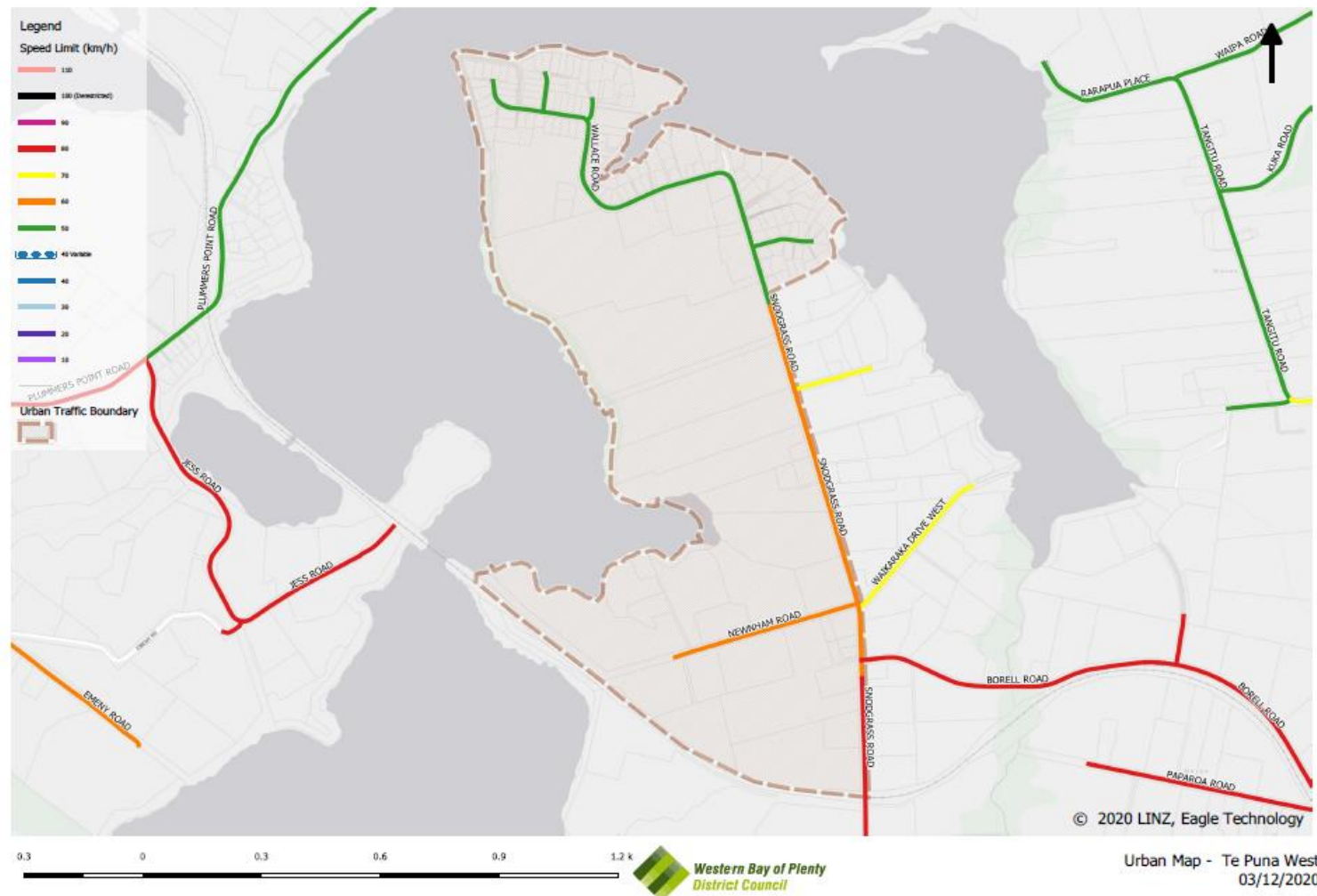
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Speed Limits Bylaw 2020

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Schedule 2: Roads with a speed limit of 30 km/h

The roads or areas described in this schedule are declared to have a speed limit of 30 km/h. Unless otherwise stated, the restriction is for the length of the road, start to end.

Speed Limit (km/hr)	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
30	Commerce Lane – From Jocelyn Street to King Street.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	New Speed Limit; Western Bay of Plenty District Council Speed Limits Bylaw 2005, and 52(1) of the Transport Act 1962; Schedule as Amended August 2007.
30	McLaren Falls Road – from 900m south of SH29, including the northern parking area, to 1,500m south of SH29, including the McLaren Falls entrance	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
30	The Esplanade	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

Schedule 3: Roads with a speed limit of 40 km/h

The roads or areas described in this schedule are declared to have a speed limit of 40 km/h. Unless otherwise stated, the restriction is for the length of the road, start to end.

Speed Limit (km/hr)	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Rereatukahia Pa Road – From Rereatukahia Road to end of maintained section.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Wilson Road, Waihi Beach – Urban Shopping Area between The Crescent and Dillon Street.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Anderley Avenue	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Arawa Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Penelope Place	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

Schedule 4: Roads with a speed limit of 50km/h

The roads or areas described in this schedule are declared to have a speed limit of 50 km/h. Unless otherwise stated, the restriction is for the length of the road, start to end.

Speed Limit (km/hr)	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
50	Borell Road – From Te Puna Road to Paparoa Road including the bend on Borell Road is designated an Urban Traffic Area.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 08/12/1999: Schedule as Amended August 2007.
50	Kuka Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	Minden Road - From State Highway Two to 80m north of Perkins Drive.	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Amendment to Speed Restriction Bylaw 1997; WBOPDC Special Order 31/08/2001; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	Oropi Road – from 310m north of Oropi Gorge Road to 290m south of Gamman Mill Road.	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2005; Schedule as Amended December 2008.
50	Pitua Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	Rarapua Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	New Speed Limit.
50	Rogers Road – From a point 80 metres south of the Stop control at the beach to the end of the road.	1 May 2015	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as amended 2015	Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	Tangitu Road – From the intersection of Waikaraka Road to the end of Tangitu Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	TECT All Terrain Park – Public use road sections.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Previous Legal Instrument.

50	Te Puna Road – From a point 100 metres south of Borell Road to a point 50 metres north of James Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in the New Zealand Gazette, 12/06/1997, No. 60, page 1392; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	Waikaraka Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in New Zealand Gazette, 12/06/1997, No 60, page 1392; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	Waipa Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
50	Whataroa Road – From State Highway 36 to 2.2 kilometres from State Highway 36.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Previous Legal Instrument
50	Seaforth Road – From RP 4950m to Pio Road Roundabout	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Gamman Mill Road – From Oropi Road to end of Gamman Mill Road.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Oropi Road – From Oropi Village south to 25m south of address No. 1381 (180m north of McPhail Road).	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	No.2 Road – End of 50km/h to Dudley Vercoe Drive.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	No.1 Road – From address No. 27 to end of curved section between address No. 78 and No 93.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	No.3 Road – From Jellicoe Street RAB to south of MacLoughlin Drive at address No. 106	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Wilson Road South – From the end of the existing 50km/h to 135m north of address No. 156 (just before the corner).	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Athenree Road - 325m west of the Koutunui Road intersection to the Koutunui Road/Athenree Road Intersection.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

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50	Manoeka Road – From Te Puke Quarry Road to address No. 293.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Joyce Road – From Pyes Pa Road to Harlow Place	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Omokoroa Road – From near Kaimai Views roundabout to start of The Esplanade.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Pahoia Road – From near the intersection with Pahoia Beach Road to the end of Pahoia Road to the east.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
50	Pahoia Beach Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

Schedule 5: Roads with a speed limit of 60 km/h

The roads or areas described in this schedule are declared to have a speed limit of 60 km/h. Unless otherwise stated, the restriction is for the length of the road, start to end.

Speed Limit (km/hr)	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
60	Te Puke Highway – From 100m West of Strange Rd to 100M east of Kaituna River Bridge	1 June 2017	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	N/A
60	Welcome Bay Road – Between Asher Road and the eastern boundary of the Te Kura Kaupapa school, 600m west of Kairua Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	New Speed Limit; Schedule as Amended August 2007.
60	Whakamarama Road - From 300m south of Ross Road to 850m south of Ross Road.	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2005; Schedule as Amended December 2011.
60	Rereatukahia Road – From Tetley Road to end of maintained section	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Oropi Gorge Road – 150m West of water tank accessway to Oropi Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Oikimoke Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Lochhead Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Snodgrass Road – 50m south of Borell Road to 1200m north of Borell Road (existing 50km/h area).	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Newnham Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	l'Anson Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Munro Road – SH2 to Te Puna Quarry Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

60	Florence Lane	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Minden Road – From existing 80km/hr sign near Perkins Road to existing deregulation sign near Minden lookout.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Te Puna Station Road – SH2 to 40m west of Clarke Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Opureora Road – From the wharf to 55 Opureora Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Manoeka Road – From address No. 293 to end of the road.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	No.2 Road – From Dudley Vercoe Drive to existing 100km/h (edge of urban limits)	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Tetley Road – from RP 1240m (No. 98) to Wills Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Ford Road – from 750m north of Kaituna Road to end of the road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Crawford Road –up to address RP 4190m near Poripori Road.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Junction Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
60	Omokoroa Road – From Prole Road to near Kaimai Views roundabout.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

Schedule 6: Roads with a speed limit of 70 km/h

The roads or areas described in this schedule are declared to have a speed limit of 70 km/h. Unless otherwise stated, the restriction is for the length of the road, start to end.

Speed Limit (km/hr)	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
70	Arawa Avenue – From the intersection with Wilson Road to the existing 100/50 km/hr change point and Bledisloe Park Road.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Previous Legal Instrument
70	Koutunui Road.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Western Bay of Plenty District Council Speed Limits Bylaw 2005.
70	Manoeka Road – From Te Puke Highway to Te Puke Quarry Road	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in the New Zealand Gazette, 18/09/1975, No. 78, page 2090; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
70	Park Lane.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in New Zealand Gazette, 12/06/1997, No 60, page 1392; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
70	Tangitu Road – From the intersection of Te Puna Road to the intersection of Waikaraka Road.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
70	Taupata Street.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in New Zealand Gazette, 10/01/2003, No 78, page 2073; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
70	Te Puna Road – From 50 metres north of James Road to Tangitu Road.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
70	Waikaraka Drive West.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in New Zealand Gazette, 12/06/1997, No 60, page 1392; Western Bay of Plenty District Council Speed Limits Bylaw 2005.

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70	Wilson Road North - From a point 100 metres measured southerly from School Road to a point 750 metres measured southerly from School Road.	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in the New Zealand Gazette, 09/05/1991, No. 69, pg 1534; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
70	Wilson Road South – From McKenzie Road to 400m north of McKenzie Road	9 November 2012	Draft Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Notice in the New Zealand Gazette, 10/07/2003, No. 78, pg 2073; Western Bay of Plenty District Council Speed Limits Bylaw 2005.

Schedule 7: Roads with a speed limit of 80 km/h

The roads or areas described in this schedule are declared to have a speed limit of 80 km/h. Unless otherwise stated, the restriction is for the length of the road, start to end.

Speed Limit (km/hr)	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
80	Albert Lane.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 8/12/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Anderson Lane.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 8/12/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Armstrong Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Athenree Road - From Steel Road to 100 metres west of Koutunui Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	New speed limit
80	Barrett Rd – From State Highway 2 to Old Highway Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order, 17/10/2002, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Beach Rd – From the intersection of Wills Road to the end.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 08/12/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Borell Road – Except the section of Borell Road from Te Puna Road to Paparoa Road including the bend on Borell Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 08/12/1999, Amendment to Speed Restriction Bylaw 1997; Schedule as Amended

				August 2007.
80	Bruntwood Drive.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 08/11/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Busby Road – From a point 340m north of Hyde Street to the end of Busby Road.	1 May 2015	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as amended 2015.	Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Dudley Vercoe Drive – From No.2 Road to the end of Dudley Vercoe Drive.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Western Bay of Plenty District Council Speed Limits Bylaw 2005; Schedule as Amended 2008.
80	Elmwood Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order, 31/08/2001, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Emeny Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 08/11/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Esdaile Road - From State Highway 2 to 800 metres east of Lowe Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Western Bay of Plenty District Council Speed Limits Bylaw 2005; Schedule as Amended 2008.
80	Henry Road – From Katikati Urban Traffic Area boundary to Busby Road.	1 May 2015	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as amended 2015.	Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	James Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Jess Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Loop Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District

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				Council Speed Limits Bylaw 2005.
80	Minden Road – From 3250m along Minden Road (Look Out Point) for the remainder of Minden Road.	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Amendment to Speed Restriction Bylaw 1997; WBOPDC Special Order 31/08/2001; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Neewood Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	No 1 Road – From a point 950 metres south of Te Puke Highway to 80m south of Cheetham Avenue	1 May 2015	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as amended 2015.	WBOPDC Special Order 17/10/2002, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Ohauti Rd - From Tauranga District Council/Western Bay of Plenty District Council boundary to Rowe Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Old Highway.	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2015	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005. Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013
80	Oliver Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Ōmokoroa Road - From State Highway 2 to Prole Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

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				2005.
80	Paparoa Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Plummer Road	1 May 2015	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as amended 2015.	Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Plummers Point Road - From State Highway 2 to Jess Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 8/11/1999: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Prole Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 2/03/2001: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Prospect Drive.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 08/11/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Pukakura Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 08/11/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Snodgrass Road - From a point measured 40 metres generally southerly along Snodgrass Road from Borell Road to State Highway 2.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Strathmore Drive.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.

80	Tanners Point Road - Commencing at State Highway 2 to the existing 50 km/h speed restriction.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	New Speed Limit; Schedule as amended June 2011.
80	Te Puke Quarry Road – From State Highway 2 to Manoeka Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	Western Bay of Plenty District Council Speed Limits Bylaw 2005; Schedule as Amended 2008.
80	Te Puna Road – From State Highway 2 to a point 100 metres south from Borell Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001: Amendment to Speed Restriction Bylaw 1997.
80	Tetley Road - From State Highway 2 to 98 Tetley Road	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 17/10/2002: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Tuapiro Road	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Wairoa Road - From State Highway 2 to Crawford Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Walden Lane.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Walker Road East - From State Highway 2 to end.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	WBOPDC Special Order 31/08/2001: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Welcome Bay Road – From 260 metres east of Ranginui Road to Asher Road and from the eastern boundary of the Kura Kaupapa school, 600m west of Kairua Road to State Highway 2.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	New speed limit; Schedule as Amended August 2007.
80	Whakamarama Road - Plus all associated no exit side roads (Martha Lane, Goodall Road, Leyland Road, Odey	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District

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	Road, Te Kohanga Road, Te Tuhi Track Road, Ross Road, Laurel Drive, McQuade Road, Mickells Drive, Sinclair Road) – excluding section between 300m south of Ross Road 850m south of Ross Road. (Excluding 60km/hr area)		Amended 2013	Council Speed Limits Bylaw 2005.
80	Wharawhara Road – From State Highway 2 to Baker Road.	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012.	New speed limit; Schedule as Amended August 2007.
80	Woodland Road	1 August 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	WBOPDC Special Order 17/08/2002: Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Youngson Road	1 May 2015	Western Bay of Plenty District Council Speed Limits Bylaw 2012. Schedule as amended 2015.	Western Bay of Plenty District Council Speed Limits Bylaw 2005.
80	Sharp Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Lindemann Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Waihi Beach Road – From District Boundary to existing 50km/h	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Joyce Road – From Harlow Place east for the remainder of the road to SH 36	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Oropi Road – From Wood Road to just south of Castles Road.	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Omanawa Road – From SH29 to McLarens Falls Road junction	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Clarke Road – From SH2 to Te Puna Station Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Te Puna Station Road – from 40m west of Clarke Road to Te Puna Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Poripori Road – From SH29 to Crawford Road	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
80	Pah Road – From Te Puke Highway for 800m north	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

Schedule 8: Variable speed limits

Variable Speed Limit around schools

The variable speed limit on the areas of road described below are set at 40 km/h for the times specified in the table below. The ordinary speed limit (set in schedules 1-7 of this bylaw) applies at all times when the variable speed limit signs near the school are not displaying the speed limit.

Speed Limit (km/hr)	Description	Date Speed Limit Comes into Force	Legal Instrument	Previous Legal Instrument
40	Cameron Road, Te Puke – from 54m west of Cameron/Boucher intersection to Boucher Ave. School Zone, Operating times are: 8:25am-9:00am and 2:50pm-3:10pm during school term	1 October 2016	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Amendment to Speed Restriction Bylaw 1997; WBOPDC Special Order 31/08/2001; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
40	Boucher Ave, Te Puke – from 40m south of Lenihan/Boucher intersection to 77m south of Cameron/Boucher intersection. School Zone, Operating times are: 8:25am-9:00am And 2:50pm-3:10pm during school term	1 October 2016	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Amendment to Speed Restriction Bylaw 1997; WBOPDC Special Order 31/08/2001; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
40	Cameron Road, Te Puke – from 73m south of Muir St/Cameron Road intersection to 30m north of the intersection of Princess St/Cameron Road intersection. School Zone, Operating times are: 8:05am-8:50am and 2:55pm-3:30pm during school term	1 October 2016	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
40	Kowhai Ave - all School Zone, Operating times are: 8:05am-8:50am and 2:55pm-3:30pm during school term.	1 October 2016	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Western Bay of Plenty District Council Speed Limits Bylaw 2005; Schedule as Amended December 2011.
40	Tui Street, Te Puke – from Cameron Road to 74m east of the Tui St/Beatty Ave intersection. School Zone, Operating times are: 8:05am-8:50am and 2:55pm-3:30pm during school term	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	WBOPDC Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.

40	Beatty Ave, Te Puke – from 26m south of the Queen Street/Beatty Ave intersection to Tui Street. School Zone, Operating times are: 8:05am-8:50am and 2:55pm-3:30pm during school term	9 November 2012	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	Notice in the New Zealand Gazette, 24/01/1991, No.11, pg 201; WBOPDC Special Order 08/11/1999, Amendment to Speed Restriction Bylaw 1997; Western Bay of Plenty District Council Speed Limits Bylaw 2005.
40	Te Puke Highway, Waitangi – from 110m east of Kenana Rd to 155m west of the intersection of Rangiuru Rd/Te Puke Highway. School Zone, Operating times are: 8:10am-8:45am and 2:50pm-3:10pm during school term	1 June 2017	Western Bay of Plenty District Council Speed Limits Bylaw 2012: Schedule as Amended 2013	N/A
40	Cameron Road, Te Puke – from 145m south of Hookey Drive intersection to 143 Cameron Road and Kylemore Place intersection. School Zone Operating times are: 8:05am-8:50am and 2:55pm-3:30pm during school term	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Beach Road, Katikati – From 10m east of Carisbrooke Street to 50m West of Fairview Road School Zone Operating times are: 8:20am - 8:55am and 2:50pm - 3:10pm during school term	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

40	Beach Road, Waihi Beach – From 50m north of Wilson Road RAB to 50m south of Browns Drive School Zone Operating Times are: 8:20am - 8:55am and 2:50pm - 3:10pm during school term	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Oropi Rd, Oropi Village – from 15 m east of Oropi Gorge Rd (RP 11.847) to 100 m south of Gamman Mill Rd (RP 12.206) School Zone, Operating times are: 8:20am - 8:55am and 2:35pm - 2:55pm during school term	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Old Coach Rd, Paengaroa – from 70 m south of Wilson Rd South (RP 70) to 265 m south of Sunset Drive (RP 605) School Zone, Operating times are: 8:20am - 8:55am and 2:50pm - 3:10pm during school term	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
40	Sunset Dr, Paengaroa – from 70 m west of Old Coach Rd (RP 200) to Old Coach Rd (RP 270) School Zone, Operating times are: 8:20am - 8:55am and 2:50pm - 3:10pm during school term	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A

40	Black Rd, Paengaroa – from Old Coach Rd (RP 0) to 55 m east of Old Coach Rd (RP 55) School Zone, Operating times are: 8:20am - 8:55am and 2:50pm - 3:10pm during school term	29 March 2021	Western Bay of Plenty District Council Speed Limits Bylaw 2020	N/A
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11.7 MAYOR'S REPORT TO COUNCIL**File Number:** A6026324**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 updates to Council on the below subjects.

RECOMMENDATION

That the Executive Assistant – Mayor/CEO's report dated 04 April 2024 titled 'Mayor's Report to Council – 04 April 2024' be received

BACKGROUND

External functions and meetings attended by James between 26 January and 11 March 2024 include:

Erin McKenna, BOP Movement HQ	1 February
James Ross, Gibbons Co, re affordable housing	1 February
BOP Agricultural Advisory Committee, Te Puke	1 February
Mayoral forum, Tauranga	2 February
Katikati A&P Show, Katikati	4 February
Waitangi Day event at Western Bay Museum, Katikati	6 February
Blessing for Waihi Beach elder houses, Waihi Beach	7 February
MTFJ check in meeting, Teams	8 February
Simon Clarke, Chair Bay Venues, Tauranga	8 February
Matt Cowley, interview	8 February
Te Puke A&P Show, Te Puke	10 February
Flavours of Plenty programme launch, Tauranga	15 February
Abbeyfield Garden Party fundraiser, Katikati	17 February
TCC candidate information evening, panel member, Tauranga	19 February
Alan Maxwell, re housing, youth driving	20 February
Tina Salisbury, re TCC elections	22 February
Buddy Mikaere, re Gate Pa, Te Ranga	22 February
Tauranga Chinese New Year Festival, Tauranga	24 February
Te Puna Quarry Summer Trust function, Te Puna	25 February
Waruwahakamaharatanga Taoho, Tuia programme	28 February
Tauranga Brand steering group, Teams	1 March
City Deal update, Chair Tolley et al, Tauranga	5 March

Managed retreat community meeting, Maketu	5 March
Katrina Ramage, re development corporations	6 March
LGNZ Zone 2 meeting, Karapiro	8 March
George Clark, 102 nd birthday celebration, Waihi Beach	8 March
Pukehina Autorama, Pukehina	9 March

LGNZ Zone 2 Meeting

The first Zone 2 meeting of the year took place at Karapiro on 8/3/24.

President Sam Broughton provided an update and noted:

- Average rates rises across the country look to be just over 15% for year 1 LTPs, reflecting the current environment.
- Ākōna professional development resources likely to be included in LGNZ membership going forward.
- Constitutional changes likely to downsize currently large membership on LGNZ board.

There was group discussion on initial suggestions for remits ahead of LGNZ conference.

Tuia Programme

Special welcome to my Tuia mentee, Waruwhakamaharatanga (Waru) Taoho. The Tuia programme is part of Mayors' Taskforce for Jobs (MTFJ) and is aimed at developing leadership capacity in young Māori. As well as attending hui with other programme participants, Waru will attend some meetings with our Council to understand Local Government better.

12 INFORMATION FOR RECEIPT

12.1 BAY OF PLenty LOCAL AUTHORITY SHARED SERVICES LIMITED DRAFT STATEMENT OF INTENT FOR 2024–2027 AND HALF YEARLY REPORT TO 31 DECEMBER 2023

File Number: A6008317

Author: Sarah Bedford, Finance Manager

Authoriser: Adele Henderson, General Manager Corporate Services

EXECUTIVE SUMMARY

1. The purpose of this report is to provide Elected Members with Bay of Plenty Local Authority Shared Services (BOPLASS) Limited's Half Yearly Report to Shareholders as at 31 December 2023 and DRAFT Statement of Intent for 2024–2027. Elected Members may provide comment on BOPLASS Limited's Draft State of Intent 2024–2027 for the BOPLASS Board.

RECOMMENDATION

1. That the Financial Analysts report dated 4 April 2024 titled 'Bay of Plenty Local Authority Shared Services Limited Draft Statement of Intent for 2024–2028 and Half Yearly Report to 31 December 2023 be received.
2. That the BOPLASS Limited Half Yearly Report as at 31 December 2023 and Draft Statement of Intent 2024–2027 relates to issues that are considered to be of low significance in terms of Council's Significance and Engagement Policy.
3. That the BOPLASS Limited Half Yearly Report as at 31 December 2023 (**Attachment 1** of this report) be received.
4. That the BOPLASS Limited Draft Statement of Intent 2024–2027 (**Attachment 2** of this report) be received.
5. That the Board of BOPLASS Limited be advised of any comments and feedback from Council on the following Draft Statement of Intent 2024–2027 within two months from 1 March 2024.

BACKGROUND

2. Bay of Plenty Local Authority Shared Services Limited (BOPLASS) is designated a council-controlled organisation under the Local Government Act 2002. The company was formally established in January 2008 by the nine local authorities in the Bay of Plenty and Gisborne regions to foster collaboration between councils in the delivery of services, particularly back office or support services.

BOPLASS LTD'S HALF YEARLY REPORT AS AT 31 DECEMBER 2023

3. Under Section 66 (2) of the Local Government Act 2002, within two months after the end of the first half of each financial year, the Board of a council-controlled organisation must deliver to the shareholders a report on the organisation's operations during that half year. The report is required to provide information against the objectives set out in the Statement of Intent.
4. A copy of BOPLASS's Half Yearly Report to Shareholders as at 31 December 2023 is included in **Attachment 1**.

BOPLASS LTD'S DRAFT STATEMENT OF INTENT FOR 2024-2027

5. Under Schedule 8 Part 1 of the Local Government Act 2002 the Board of a council-controlled organisation must deliver to its shareholders a draft Statement of Intent on or before 1 March each year.
6. The Board must consider any comments on the draft Statement of Intent that are made to it within two months of 1 March 2024 by the shareholders.
7. Following the two months allowed for submissions, the Directors of BOPLASS will consider any submissions made by Shareholders and approve a final Statement of Intent by 30 June 2024.
8. Council is therefore required to receive and if applicable, comment on the draft Statement of Intent 2024-2027.
9. A copy of the Draft BOPLASS Statement of Intent for the years 2024-2027 is attached. Please refer to Attachment 2.

SIGNIFICANCE AND ENGAGEMENT

10. 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.
11. The Policy requires Council and its communities to identify the degree of significance attached to particular issues, proposals, assets, decisions, and activities.
12. In terms of the Significance and Engagement Policy this decision is considered to be of low significance because it is a statutory requirement for council-controlled organisations to deliver to the shareholders a half-yearly report on the organisations operations. Additionally, receiving the DRAFT Statement of Intent from a Council Controlled Organisation (CCO) for shareholders' comment is statutory, therefore the effect on ratepayers is low.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/Affected Parties	Completed/Planned Engagement/Consultation/Communication		
The Board of BOLASS Limited	Any comments on BOPLASS Limited's draft Statement of Intent 2024-2027 must be received by the Board for its consideration within two months of 1 March 2024.	Planned	
The Shareholders of BOPLASS Limited	Shareholders are invited to provide comment and feedback on the draft Statement of Intent 2024-2027 within two months of 1 March 2024.		

ISSUES AND OPTIONS ASSESSMENT

THAT the Board of BOPLASS Limited be advised of the following comments on the BOPLASS draft Statement of Intent 2024-2027 within two months from 1 March 2024	
Reasons why no options are available Section 79 (2) (c) and (3) Local Government Act 2002	Legislative or other reference
The Board of a council-controlled organisation must deliver to its Shareholders a draft Statement of Intent on or before 1 March each year.	Part 1 Schedule 8 of the Local Government Act 2002.

STATUTORY COMPLIANCE

13. The BOPLASS Half Yearly Report, DRAFT Statement of Intent 2024-2027 and the recommendations are in accordance with Schedule 66 (2) and Part 1 of Schedule 8 of the Local Government Act 2002.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
	The recommendations in this report have no budgetary or funding implications.

ATTACHMENTS

- BOPLASS Half Yearly Report 31 December 2023** 
- BOPLASS Statement of Intent 2024-2027 Draft** 



HALF YEARLY REPORT TO SHAREHOLDERS



Period ended 31 December 2023

“COUNCILS PARTNERING FOR VALUE AND SERVICE”



BOPLASS Chair's Report

It is with pleasure the Directors present their 2023/2024 Half Yearly Report to Shareholders demonstrating the considerable contribution the company makes to collaboration between councils.

While BOPLASS typically reports on the substantial financial savings the company makes for its shareholding councils, it is important to also recognise some of the less-tangible benefits that may not always be measured financially, but still provide significant efficiencies or resource savings for all participating councils. Some examples for this year have been:

- The collective work undertaken by the BOPLASS Health and Safety Advisory Group has always been very effective and continues to deliver significant value through supporting productive collaboration between BOPLASS councils, CCO's, and often Waikato councils. While multiple projects have been undertaken by this group, the current project to address the continued increase in aggressive behaviour within public spaces is helping to address a much too common challenge faced by almost all councils. The sharing of information and development of a collective framework for the management of conflict and aggression has been very beneficial for councils and is a great example of best practice being shared for the benefit of all parties.
- The collective BOPLASS programme for aerial imagery and LiDAR data has meant that this information is readily available to councils and their communities. A recent request from Te Puni Kōiri (Ministry of Māori Development) for access to councils LiDAR data was able to be approved and delivered quickly and centrally via BOPLASS, negating time-consuming multiple requests.
- The WOLDS project has made very good progress with a vendor recently appointed for the 20 councils in the BOPLASS and Waikato regions. This involved a single RFP process managed by BOPLASS on behalf of the group; potentially saving tens of thousands of dollars (and resourcing) compared with if 20 councils were to run individual procurement processes.
- In a similar manner the CCTV project being developed across the region by BOPLASS provides significant efficiencies compared with councils undertaking this type of project individually. A single specialist contractor is developing a regional solution, completely removing the usual duplication of effort. Engagement with NZ Police within the project has also been centralised.
- Possibly one of the best examples of unreported savings to councils would be the MahiTahi Local Government Collaboration Portal. This shared resource developed by BOPLASS provides a growing conduit for the sharing of information across local government. The ability for councils to request information or documentation from their peers is exactly how local government should work as, after all, a lot of the time councils are undertaking very similar workstreams.

While BOPLASS will continue to report on the financial savings and benefits achieved, it is pleasing to also recognise some of the less obvious benefits achieved through collaboration. Additional information about current projects is available in the attached report.

We thank staff from the participating councils and acknowledge the support we have received from them.

Yours faithfully

Craig O'Connell
Chair



BOPLASS Ltd
“COUNCILS PARTNERING FOR VALUE AND SERVICE”

HALF YEARLY REPORT TO SHAREHOLDERS

16 FEBRUARY 2024

1 INTRODUCTION

The Local Government Act 2002 requires that the Directors deliver to the Shareholders a report within two months of the end of the first six months of the financial year. The report is required to provide information against the objectives set out in the Statement of Intent. The following report records the objectives of the company and reports on performance against a table of specific performance requirements set out in the Statement of Intent.

2 OBJECTIVES OF BOPLASS LTD

The company exists to provide councils in the Bay of Plenty and Gisborne regions with an umbrella vehicle to investigate, procure, develop and deliver shared services.

Working together with the full support and involvement of staff, we will provide benefit to councils and their stakeholders through improved levels of service, reduced costs, improved efficiency and/or increased value through innovation.

These will be achieved primarily through:

JOINT PROCUREMENT

Being the procurement of services or products by two or more councils from an external provider regardless of whether the service is paid for through BOPLASS or individually by participating councils.

SHARED SERVICES

Being the participation of two or more councils in the provision of a common service which may be jointly or severally hosted.

3 GOVERNANCE

The end of 2023 included changes of Chief Executives at Rotorua Lakes Council and Kawerau District Council. BOPLASS welcomes new directors Andrew Moraes (Rotorua Lakes Council), and Morgan Godfery (Kawerau District Council) to the BOPLASS Board.

4 NATURE AND SCOPE OF ACTIVITIES

The principal nature and scope of the activities of BOPLASS Ltd is to:

- Use joint procurement to add value to goods and services sourced for its constituent councils.
- Facilitate shared services that benefit councils and their stakeholders through improved levels of service, reduced costs, improved efficiency, innovation and/or increased value.
- Pursue best practice in the management of all activities to obtain best value and minimise risk.
- Demonstrate fiduciary responsibility by ensuring that its activities are adequately funded from savings achieved, levies, council contributions, or Government funding where available.
- Allow other councils or organisations to participate in its activities where this will benefit its constituent councils directly or indirectly.
- Represent the collective views of its shareholders in matters with which it is associated.

5 FUTURE DEVELOPMENTS

BOPLASS Ltd will continue to work on business cases for joint procurement and shared services that may be provided in the region or cross-regionally.

The Board has adjusted its strategy to ensure that BOPLASS is focused on continuing to deliver savings and value to councils through new and existing joint procurement initiatives while also identifying new shared services opportunities.

Current reviews for joint procurement and shared services cover but are not limited to:

- | | |
|----------------------------------|--|
| • Archive services | • Information systems |
| • Building consents | • Inter-council secondments |
| • Business continuity planning | • Infrastructure development codes |
| • CCTV monitoring | • Joint software support |
| • Centralised insurance resource | • Payroll |
| • Consents processing | • Project management office |
| • Contractor online inductions | • Rates collection |
| • Debt management | • Regional Civil Defence |
| • Driver training | • Solid waste regional facilities strategy |
| • Geospatial services | • Staff engagement survey systems |
| • High volume print | • Web services |

Other collaborative opportunities may be progressed after the Board has considered individual business cases and formally agreed to take on and deliver (or host/procure etc.) the project.

Joint procurement opportunities will continue to be identified and developed with individual councils engaging under the opt-in principle established by the Board. Joint procurement initiatives will be considered by the Board and/or its advisory groups where there is demonstrated support from two or more member councils.

The Board supports BOPLASS continuing to develop collaboration opportunities outside of the regional boundaries. BOPLASS will continue to proactively explore opportunities to partner with other Local Authorities and shared services organisations within New Zealand where they are developing, or considering developing, cost effective shared services and products that are of value to the Bay of Plenty and Gisborne councils.

BOPLASS development of the Collaboration Portal for the sharing of information on joint procurement or shared services opportunities within the constituent councils has identified a number of duplicate projects across councils that present an opportunity for further collaboration. The BOPLASS Collaboration Portal is becoming widely used by other LASS, councils, and local government organisations and provides an opportunity to assist with the identification and management of inter-regional collaboration opportunities. BOPLASS will continue to develop the Collaboration Portal and make it available to the wider local government community.

6 PERFORMANCE TARGETS

To ensure the company continues to operate effectively in both governance and management terms over the next three years the current SOI targets are to:

- Ensure supplier agreements are proactively managed to maximise benefits for BOPLASS councils.
- Investigate new joint procurement initiatives for goods and services for BOPLASS councils.
- Identify opportunities to collaborate with other LASS in Procurement or Shared Service projects where alliance provides benefits to all parties.
- Further develop and extend the Collaboration Portal for access to, and sharing of, project information and opportunities from other councils and the greater Local Government community to increase breadth of BOPLASS collaboration.
- Communicate with each shareholding council at appropriate levels.
- Ensure current funding model is appropriate.

The Board believes that all targets are being achieved or are on-track to be achieved, as is demonstrated by the following list of current initiatives.

7 CURRENT INITIATIVES

The following initiatives have been under consideration or operating during the first part of the year:

HIGHLIGHTS

- Crime Prevention/CCTV Monitoring – BOPLASS was successful in securing co-funding from MSD for Crime Prevention initiatives in the Bay of Plenty region. Initial work has been undertaken by an independent CCTV consultancy engaged to conduct a CCTV capability maturity assessment survey of the councils involved in the BOPLASS Retail Crime Prevention project. The assessment will ensure councils' requirements are qualified, and the outcomes will be beneficial to local communities.
- Insurance renewals – Despite very challenging markets, insurance renewals have been completed for all councils under the BOPLASS collective programme. Strong underwriter interest in our programme continues to be demonstrated from new and existing syndicates – resulting in competitive pricing. While rate increases were able to be kept to a minimum, most councils premiums have been impacted by large increases in asset valuations over the last 12 months. Underwriters remain very focussed on climate change and the impact on councils' risk profiles. The 2023 significant NZ weather events had less impact on our renewal than anticipated, mainly due to diversification of risk across the BOPLASS portfolio.
- Waste Operator and Licensing Data System (WOLDS) – The development of this shared service is being led by BOPLASS on behalf of BOP, Gisborne, and Waikato councils. A recent tender was awarded for the provision of an Information Management System. Additionally, BOPLASS is exploring options of a shared Administration Service to streamline and centralise services, manage waste contractor licensing, and significantly reduce much of the workload for councils.
- Aerial Imagery – Tenders have been awarded for urban and rural orthophotography covering Taupō, Rotorua, Western BOP, Gisborne and Tauranga regions, with aerial capture to be undertaken during the summer of 2023-24.
- Managing Conflict & Aggression – The BOPLASS Health & Safety advisory group continue to collaborate and share resources to manage an increasing trend of aggressive behaviour within public spaces across BOPLASS councils. Comprehensive material and information have been made available to all BOPLASS councils allowing for a collective approach to developing best practice.
- Contractor and Employee H&S Inductions – A project continues to be investigated to develop a common platform and standard for the development and management of H&S inductions – for both staff and contractor purposes.
- GIS Technical Advisory Group – A GIS technical group has been established, with staff nominated from each BOPLASS council to develop opportunities for further sharing of information and learnings at practitioner level. While investigating further development of system commonality across councils, this also helps enable councils to provide GIS support to each other in civil defence situations.
- GIS Software and Services – A number of key contracts for councils' geospatial software have been reviewed and renewed through collective BOPLASS agreements.

- MahiTahi Collaboration Portal – Further growth has been achieved with the MahiTahi Collaboration Portal with additional councils joining and using it as a collaboration tool for sharing information across councils.
- Health insurance – A project is underway to explore benefits of establishing a group scheme across the BOPLASS group.
- Health & Safety training – BOPLASS has renewed a collective agreement for councils' H&S training services with a wider range of services now included. A project is also underway with Waikato councils for the provision of a collective Occupational Health Services provider.
- Print Media Copyright Agency (PMCA) – A collective contract providing savings for all BOPLASS councils has been renegotiated with PMCA.
- Institute of Public Works Engineering Australasia (IPWEA) – BOPLASS has renewed the single BOPLASS membership covering all councils and providing substantial savings. Discounted rates were also negotiated through IPWEA for a BOPLASS NAMS+ subscription, used by council asset managers.
- Media Monitoring Service – A BOPLASS tender has been recently awarded for a new media monitoring provider. The collective approach by councils has resulted in a more cost effective and broader service than previously received by councils. In addition to print, online and broadcast media, the services also cover all forms of social media and 'social listening' services that analyse social media feedback or sentiment.
- High volume print – Following the BOPLASS appointment of a print provider across the councils, options for high-volume print solutions are being investigated. Councils currently use a variety of solutions for their high-volume print runs, often utilising large print equipment, outsourcing to external suppliers, or a mixture of both.
- Te Puni Kōiri (Ministry of Māori Development) – LiDAR data collected by BOPLASS councils has assisted Te Puni Kōiri in understanding climate hazards by allowing them to generate rich analytics and insights of hapori Māori throughout New Zealand, demonstrating beneficial partnerships beyond local government. The collective nature of the BOPLASS LiDAR programme allowed for this data to be provided quickly and simply.
- Driver Training – BOPLASS continues to investigate options for appointing a preferred provider for driver training services.
- Lone worker field solutions – BOPLASS is investigating technologies and solutions to support council staff in lone worker situations.
- Inter-LASS collaboration – A number of procurement projects are underway covering multiple LASS and benefitting from the increased volumes. Collaboration across the regions is driving greater efficiencies within projects under consideration by more than one LASS and allows the projects to be better resourced.
- Communication – BOPLASS continues to regularly engage with our constituent councils, senior management and shareholders to ensure opportunities continue to be

developed to the benefit of all stakeholders. A communications plan is being developed to widen the audience and better inform all levels within councils.

- Viability of Current Funding Model – The sources of BOPLASS funding and the viability of the funding model are regularly reviewed with financial reporting provided to the BOPLASS Board.

8 FINANCIAL REPORTS

8.1 Financial Support and Accounting Services

Accountancy services and support continue to be provided by Tauranga City Council.

8.2 Accounting Policies

The company is compliant with the accounting policies stated in the Statement of Intent.

8.3 Tier 2 PBE Accounting Standards Applied

The financial accounts are prepared with application of Tier 2 accounting standards.

8.4 Financial Reports

Financial Reports for the period to 31 December 2023 are attached.

8.5 Variations

Bank Interest received is up \$19,665 on budget as a result of BOPLASS holding Crime Prevention funding provided by MSD in an interest-bearing account. This project funding is to be committed or drawn down on during this financial year.

Council Contributions are \$13,291 higher than budget because of an inflationary adjustment to the 2023/24 contributions that was not reflected in the original budget.

Crime Prevention was a new project introduced during the current financial year and was therefore not included in the 2023/24 budget. Additional lines have been included in the reporting to report expenditure and revenue for this project.

BOPLASS is reporting a \$45,032 surplus at our six-month position. We believe the company is on track to achieve budget for the financial year.

9 STAFFING, ACCOMMODATION AND SUPPORT

Staff

Staffing levels are unchanged with a part-time administrator continuing to provide additional project support and management of existing activities.

Accommodation and Support

We continue to appreciate the office space provided to us by BOP Regional Council and the support that is offered for IT and Accounting services by Tauranga City Council.

BOP LASS LTD STATEMENT OF COMPREHENSIVE INCOME FOR THE MONTH ENDED 31 DECEMBER 2023				
	Actual YTD	Budget YTD	Total Budget	YTD Variance
REVENUE				
Revenue - Core	198,275	165,319	330,637	32,956
Bank Interest Received	24,165	4,500	9,000	19,665
Council Contribution	174,110	160,819	321,637	13,291
Revenue - Projects	870,585	861,586	1,210,200	8,999
Bank Interest Received	1,443	86	200	1,357
Aerial Photography Revenue	139,241	150,000	300,000	(10,759)
Collaboration Portal Revenue	26,000	22,500	45,000	3,500
Lease Revenue - ICN	74,172	65,000	130,000	9,172
Lease Revenue - Video Conference	18,380	24,000	24,000	(5,620)
Projects - Recoveries Revenue	597,820	600,000	710,000	(2,180)
Crime Prevention Revenue	13,530	0	0	13,530
Rebates	0	0	1,000	0
TOTAL OPERATING REVENUE	1,068,860	1,026,904	1,540,837	41,956
EXPENSES				
Expenditure - Core	201,641	201,902	390,103	-261
ACC	716	450	900	266
Accommodation & Travel	5,148	2,200	2,200	2,948
Accounting & Audit	6,006	11,000	22,000	(4,994)
Administration	9,109	9,000	18,000	109
Amortisation	845	1,000	2,000	(155)
Bank Fees	1	100	200	(99)
Conferences	0	1,100	2,100	(1,100)
Depreciation	2,147	2,500	5,000	(353)
Directors Costs	9,657	11,500	23,000	(1,843)
Fringe Benefit Tax	500	1,750	3,500	(1,250)
General & Catering	0	1,200	2,400	(1,200)
Health & Safety	0	500	1,000	(500)
Insurance	11,517	11,500	11,500	17
Interest Paid - TCC Loan	0	0	0	0
Legal	0	1,250	2,500	(1,250)
Salaries	148,574	143,202	286,403	5,372
Salaries - Projects OpEx	(6,970)	(9,500)	(19,000)	2,530
Staff Support Costs	9,723	9,000	18,000	723
Staff Training Costs	504	1,000	2,000	(496)
Subscriptions	4,163	500	1,000	3,663
Tax Advice	0	2,650	5,300	(2,650)
Expenditure - Projects	822,187	825,003	1,150,734	(29,876)
Aerial Photography Expense	139,241	150,000	300,000	(10,759)
Collaboration Portal OpEx	13,611	14,543	28,874	(932)
Lease Expense - ICN	78,711	62,400	124,800	16,311
Lease Expense - Video Conference	19,175	22,560	22,560	(3,386)
Projects - Recoveries Expenditure	557,919	575,500	674,500	(17,581)
Crime Prevention	13,530	0	0	(13,530)
TOTAL OPERATING EXPENDITURE	1,023,827	1,026,905	1,540,837	(3,077)
OPERATIONAL SURPLUS / (DEFICIT) BEFORE TAX	45,032	0	0	45,032

BOP LASS LTD STATEMENT OF FINANCIAL POSITION AS OF 31 DECEMBER 2023	
	Actual YTD
Bank	
Cheque Account	545,141
Trust A/c Aerial Photography	31,568
Crime Prevention	968,916
Term Deposit 182 days Maturing March 2024	250,000
Total Bank	1,795,625
Current Assets	
Trade Debtors	465,084
Accrued Revenue	17,318
Tax Payable (Tax Receivable)	18,933
Prepayments	22,726
Total Current Assets	524,060
Non-current assets	
Intangible - Computer Software	79,175
Intangible - Amortisation	(72,964)
Computer Equipment at cost	4,516
Less Accumulated Depreciation on Computer Equipment	(4,219)
Inter Council Network	25,097
Accumulated Depreciation Inter Council Network	(10,686)
Total Non-current assets	20,919
TOTAL ASSETS	2,340,604
Current Liabilities	
Business Credit Card	25
Trade Creditors	71,531
Accrued Expenses	4,537
Accrued Leave Entitlements	22,272
GST Collected, Paid, Payments (Refunds)	69,164
Retentions	36,020
Income in Advance	2,057,925
PAYE Accruals Payable	5,578
TCC Loan	0
Total Liabilities	2,267,053
NET ASSETS	73,552
Equity	
Current Year Earnings	45,032
Retained Earnings	(70,482)
Share capital	99,002
TOTAL EQUITY	73,552



STATEMENT OF INTENT FOR 2024-2027



June 2024

"COUNCILS PARTNERING FOR VALUE AND SERVICE"

1. Introduction

This Statement of Intent (SOI), developed under Schedule 8 of the Local Government Act 2002:

- Declares a public statement of the activities and intentions of BOPLASS Ltd and the objectives to which those activities will contribute.
- Provides an opportunity for the shareholders to influence the direction of BOPLASS Ltd, and
- Provides a basis for the accountability of the Directors to the Shareholders for the performance of BOPLASS Ltd.
- Covers BOPLASS Ltd and any subsidiary company established in pursuance of the objectives herein.

2. Background and Benefits

The councils that operate within the Bay of Plenty and Gisborne Regions have formed a Council Controlled Organisation (CCO) to investigate, develop and deliver Joint Procurement and Shared Services projects where delivery is more effective for any combination of some or all of the councils.

Since inception, estimated financial savings of over \$30 million have been achieved by the participating councils through undertaking joint initiatives. BOPLASS is forecast to return in excess of \$2.6 million in savings in the 2023-24 financial year.

Other benefits that have been achieved through collaboration are:

- improved levels and quality of service;
- a co-ordinated and consistent approach to the provision of services;
- reductions in the cost of support and administrative services;
- opportunities to develop new initiatives;
- economies of scale resulting from a single entity representing many councils in procurement.

These benefits and opportunities can apply to all councils irrespective of location or size.

Business processes, information architectures and functional tools differ in each council to varying degrees. The BOPLASS strategies facilitate a journey of progressive development using the approach identified in the BOPLASS Strategy and Action Plan to:

- enhance the capability to collaborate;
- encourage the elimination of barriers to collaborative action; and
- identify services that deliver viable business cases.

A generic sequence or stages of collaboration between multiple councils is followed to develop Shared Services, as shown in *Figure 1*.

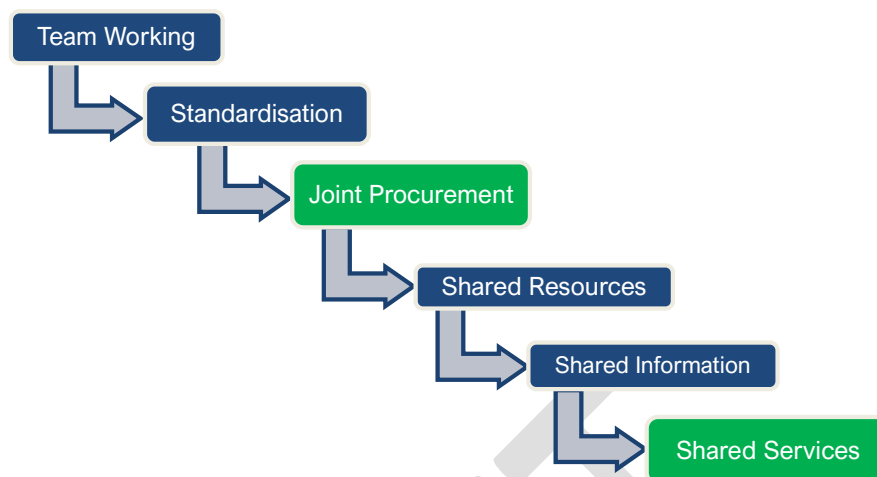


Figure 1

Many of the BOPLASS Joint Procurement projects have supported the development of standard products, services or solutions across the councils. These standards assist in creating a foundation for the delivery of collaboration within the councils.

Examples of Joint Procurement and Shared Service projects are:

- Infrastructure Insurance
- Collective Training
- Aerial Imagery and LiDAR
- Provincial Growth Fund Co-funding for LiDAR Capture
- Standardised Community Engagement App
- Lone Worker Field Solutions
- Robotic Process Automation
- Accounts Payable Automation Software
- Print Media Licencing
- Insurance Valuations
- Contractor Online Inductions
- Health and Safety Management Software
- Radio Telephony (RT) Strategy
- Solid Waste Management
- Health and Safety Inter-Council Audits
- Asbestos Protocols
- Sustainable Public Procurement
- Health and Safety Benchmarking
- Video Conferencing Services
- Council Library and Cloud Services
- Inter-Council Network (ICN) Review, Redesign and Renegotiation
- Debt Collections
- Collaboration Portal
- Capital Construction and Civil Works Projects
- Fortigate Firewall Services
- Wireless WAN
- Inter-LASS Collaboration
- Human Resources Information Systems
- CCTV and monitoring

A full list of projects is provided in Appendix B.

3. Our Vision

“COUNCILS PARTNERING FOR VALUE AND SERVICE”

4. Objectives of BOPLASS Ltd

Working together with the full support and involvement of staff, we will provide benefit to councils and their stakeholders through improved levels of service, reduced costs, improved efficiency and/or increased value through innovation.

These will be achieved primarily through:

Joint Procurement

Being the procurement of services or products by two or more councils from an external provider regardless of whether the service is paid for through BOPLASS or individually by participating councils.

Shared Services

Being the participation of two or more councils in the provision of a common service which may be jointly or severally hosted.

5. Nature and Scope of Activities

The principal nature and scope of the activities of BOPLASS Ltd is to:

- Use Joint Procurement to add value to goods and services sourced for its constituent councils.
- Establish the underlying technology, framework, platform and policies to enable and support collaboration.
- Facilitate initiatives that benefit councils and their stakeholders through improved levels of service, reduced costs, improved efficiency, innovation and/or increased value.
- Pursue best practice in the management of all activities to obtain best value and minimise risk.
- Demonstrate fiduciary responsibility by ensuring that its activities are adequately funded from savings achieved, levies, council contributions, or Government funding where available.
- Allow other councils or organisations to participate in its activities where this will benefit its constituent councils directly or indirectly.
- Actively monitor and engage with Shared Service developments across the public sector to identify opportunities for further development and establishing best practice.
- Represent the collective views of its Shareholders in matters with which it is associated.

6. Sustainable Future: Environmental, Social and Governance (ESG)

The board recognises the importance of ESG in BOPLASS' role and ensuring that integrated risk management, non-financial outcomes, and Te Tiriti are considered in all BOPLASS joint procurement and shared services initiatives.

The company is committed to operating all aspects of its business with a focus on protecting and enhancing our communities today and in the future through sustainable environmentally responsible business practices, social contribution, and good governance.

The company has always had a stakeholder-centric approach, ensuring the company's objectives, goals and the undertaking of business are aligned with our constituent councils, our wider communities and supporting ESG outcomes that have wide-ranging benefits.

While achieving financial savings for member councils through BOPLASS joint procurement is a key objective, the company recognises the importance and responsibility of social procurement and will continue to consider the broader environmental, social and cultural outcomes as part of all BOPLASS procurement processes.

As examples, BOPLASS is working towards satisfying ESG criteria within social procurement by:

- Increasing access to BOPLASS procurement contracts for NZ businesses and local businesses, with particular focus on those groups that may have limited access to opportunities (such as Māori and Pacific Peoples' businesses).
- Giving consideration to organisations that provide employment opportunities to targeted groups and promote inclusion and diversity within their workforce.
- Recognising vendors that will help future-proof the ability of New Zealand businesses to trade.

With a focus on *Social Sustainability*, BOPLASS ensures a balanced approach is taken with the company's activities to create positive social and cultural outcomes for the local communities it serves while also maximising positive outcomes for Māori and the broader community.

Environmental Sustainability is a priority in all BOPLASS business activities – internal and external. Through collaboration and partnership with its constituent councils, BOPLASS strives to protect and enhance our environment and biodiversity. The company is committed to operating in an environmentally responsible way and will embed sustainability considerations (including ethical considerations) within a culture of excellence across its wider business and all joint procurement and shared services initiatives.

Te Tiriti o Waitangi responsibilities and outcomes are a driver for governance and management decisions within BOPLASS, include acknowledging and involving mana whenua as Kaitiaki o Te Taiao in project decisions impacting on land or natural

resources. The company is committed to providing and improving opportunities for Māori to contribute to local government decision-making processes and establishing collaborative partnerships and processes that reflect mutual outcomes.

7. Governance Structure

BOPLASS Ltd will conduct itself in accordance with its Constitution, its annual Statement of Intent, and the provisions of the Companies Act 1993 and the Local Government Act 2002.

The Company is governed by its directors. To ensure total synergy between the Company's activities and its council shareholders' activities, nine Directors are also the current Chief Executives of their respective shareholding councils. The dual roles recognise the interdependence of BOPLASS and its councils in the undertaking of its activities.

The Board also includes an independent Chair, appointed with specific skills and knowledge to add incremental value. This appointment brings experience and specialist skills that are complementary to those held by the other Directors.

Shareholder	Appointed Director
Bay of Plenty Regional Council	Fiona McTavish
Gisborne District Council	Nedine Thatcher-Swann
Kawerau District Council	Morgan Godfery
Ōpōtiki District Council	Stace Lewer
Rotorua Lakes Council	Andrew Moraes
Taupō District Council	Julie Gardyne
Tauranga City Council	Marty Grenfell
Western Bay of Plenty District Council	John Holyoake
Whakatāne District Council	Stephanie O'Sullivan
Independent Director and Chair	Craig O'Connell

Sub-groups of council subject matter experts have responsibility for regular monitoring of operational aspects of BOPLASS projects, allowing the Board to primarily focus on supporting the strategic development of the organisation.

Each activity or project is managed by an Advisory Group, nominated by the shareholding councils in that particular service. The Board retains the right to approve nominations to the Advisory Groups and all of their material decisions – there is only one Board of Directors and that remains at the umbrella or holding company level.

The Board has established a principle that participation in each initiative is decided by individual councils on an 'opt in' basis.

Services delivered are subject to a formal service level agreement between BOPLASS Ltd and the participating councils, outlining the services and activities provided, where when and how; and reflecting the capital and operational costs being met by each service shareholder.

Joint Procurement initiatives consistent with their nominated role may be undertaken by any advisory group or as approved by the Operations Committee. In considering Joint Procurement initiatives, the Company will take into account the opportunities available through All of Government (AoG) purchasing arrangements and, where there is demonstrated benefit to the Company or its constituent councils, support such initiatives. In assessing the benefits of a Joint Procurement initiative, opportunities for integration shall be considered. The Board has recognised that the availability of All of Government Procurement options has the potential to impact on BOPLASS' ability to provide procurement options in some categories.

Subject to the approval of shareholders in accordance with the shareholder agreement the Directors may decide that a particular activity is best managed as a subsidiary company and proceed accordingly. Any subsidiary company whose objectives are in accordance with the objectives set out in this Statement of Intent shall not be required to have a separate Statement of Intent.

8. Future Developments

The company recognises the importance of remaining adaptive in what is a complex and changing working environment. BOPLASS continues to look at new opportunities or alternative approaches to progressing projects that benefit our shareholding councils.

The Board recognise that the drive for change and/or collaboration in some key areas of council business will often be led by other groups, e.g., waters reform, RMA changes. Although BOPLASS may not be leading these specific projects, the organisation may be considered as one of the vehicles available to assist with managing collective regional outputs from these projects.

BOPLASS Joint Procurement opportunities will continue to be actively pursued to ensure maximum savings and benefits are delivered to the participating councils through existing and new contracts.

Joint Procurement initiatives will be considered by the Board and/or its advisory groups where there is demonstrated support from two or more member councils, with councils participating on an opt-in basis.

BOPLASS will explore opportunities for councils to develop ICT solutions using middleware and cloud technologies that allow for future sharing and the development of Shared Services without the wholesale replacement of IT systems.

Shared Services projects are approved by the board based upon identifying initiatives that will provide genuine value to all participating councils. Shared Services may be delivered by BOPLASS, partnering with a LASS, or in conjunction with multiple LASS.

The Board will be looking for commitment from councils to participate in collaborative services and to provide a lead in the identification and management of opportunities and projects.

9. Inter-Regional Collaboration

The board recognise the benefits of BOPLASS proactively partnering with other local authorities and Shared Services organisations where they are either developing or considering developing cost effective services or Joint Procurement initiatives that are of value to the BOPLASS councils. The Board is constantly looking to expand on this activity and the range of opportunities for inter-regional partnering. BOPLASS will work towards providing improved visibility of projects being undertaken in other regions that may provide opportunities for multiple councils to participate in.

Where practicable, BOPLASS will work with other LASS or councils to leverage off, or participate in, services established by other collective local government groups.

The Collaboration Portal, established by BOPLASS for the sharing of information on Shared Services or Joint Procurement opportunities, has been made available to the wider local government community to provide better visibility of common projects and to encourage further cross-regional collaboration. BOPLASS will continue to market the benefits of inter-region collaboration and assist other councils through providing support and access to the Collaboration Portal.

BOPLASS has provided substantial savings to its shareholding councils through joint procurement undertaken with neighbouring regions. The Board has tasked BOPLASS with leading further inter-regional joint procurement initiatives that will provide benefit to all parties through an aggregated approach.

Significant benefits and savings have been achieved in the placement of councils' insurance through working in conjunction with other LASS. BOPLASS is considered a leader in the development of the interLASS insurance collective. Promoting the size of the aggregated LASSes to provide critical mass and maintain our favourable position within the insurance industry will continue to be leveraged.

10. Stakeholder Engagement

BOPLASS recognises the ambitious plans our constituent councils have for their communities and endeavours to support these aspirations through:

- Regular engagement at project, management, and governance level.
- Including councils' short, medium, and long-term goals within BOPLASS planning.
- Using quality information from councils to guide our decision-making.
- Identifying and developing services that directly benefit councils and/or their communities.
- Monitoring councils' future plans and remaining agile to change to include these aspirations in our own planning.
- Ensuring there are regular communications about individual council's LTP developments to assist BOPLASS with aligning with councils' strategic direction.
- Regularly communicating to ensure stakeholders are aware of what we are doing and why we are doing it.
- Involving councils in our decision-making and planning.

11. Performance Targets

To ensure the Company continues to operate effectively in both governance and management terms over the next three years the targets are to:

Target	How	Measure
Ensure supplier agreements are proactively managed to maximise benefits for BOPLASS councils.	Manage and/or renegotiate existing contracts.	Contracts reviewed annually to test for market competitiveness. New suppliers are awarded contracts through a competitive procurement process involving two or more vendors where applicable.
Investigate new Joint Procurement initiatives for goods and services for BOPLASS councils.	Procure from sources offering best value, service, continuity of supply and/or continued opportunities for integration. (Current identified projects are listed in Appendix B.)	A minimum of four new procurement initiatives investigated. Initiatives provide financial savings of greater than 5% and/or improved service levels to the participating councils.
Identify opportunities to collaborate with other LASS in Procurement or Shared Service projects where alliance provides benefits to all parties.	BOPLASS to regularly engage with other LASS to identify and explore opportunities for further inter-regional collaboration.	Quarterly reporting on engagement and a minimum of one new collaborative initiative undertaken annually.
Further develop and extend the Collaboration Portal for access to, and sharing of, project information and opportunities from other councils and the greater Local Government community to increase breadth of BOPLASS collaboration.	Increase usage of the Collaboration Portal by providing support and training material for new and existing users. Proactively market the benefits to councils.	Number of active users to increase by 5% per year.
Communicate with each shareholding council at appropriate levels.	Actively engage in obtaining political support for identified projects.	Information provided to elected members, and feedback sought, on BOPLASS projects, benefits to local communities, and value added to each council.
Ensure current funding model is appropriate.	Review BOPLASS expenditure and income and review council contributions and other sources of funding.	Performance against budgets reviewed quarterly. Company remains financially viable.

12. Balance Sheet Ratios

The Local Government Act 2002 Schedule 8 (9) requires the SOI to include the projected ratio of shareholders' funds to total assets within the Forecast Statement of Financial Position. As at 30 June 2023 the consolidated Shareholder funds comprised \$28,520 and the total assets were \$2,704,410. The resulting ratio is 1.05%.

As asset owning Shared Services are approved, the Board will, if appropriate, provide a mechanism for the recognition of each council's contribution.

13. Accounting Policies

13.1 Statement of Accounting Principles

The Company will adopt accounting practices that comply with NZ IFRS, the requirements of the LGA and the Financial Reporting Act 1993.

13.2 IPSAS Accounting Standards

As a Public Sector Public Benefit Entity (PS PBE), the Company has elected to report using International Public Sector Accounting Standards for Public Benefit Entities under Tier 3 PBE standards.

13.3 Measurement Basis

The Company will follow generally accepted international accounting principles for reporting of earnings and financial position.

13.4 Specific Accounting Principles

The following are principles which will have a significant effect on the measurement of financial position:

- Accounts Receivable are stated at their expected realisable value after writing off any known bad debts and providing for doubtful debts.
- Investments are valued at the prevailing market value.
- Fixed assets are recorded at cost, less accumulated depreciation.
- Any liability for overseas funding of equipment, systems or services is based on the prevailing exchange rate as at balance date.
- Where intangible assets are purchased, such as intellectual property, these are capitalised and written off on a straight-line basis over their expected life, but no greater than four years.
- All assets are depreciated over their expected useful lives. Depreciation is provided on a diminishing value basis over the estimated useful life, at the same rate as is allowed by the Income Tax Act 1994.
- It is not envisaged that the Company will hold inventories, other than those that might relate to providing information services to a number of parties. They will be valued at net realisable value.
- Taxation will be provided as required in line with relevant legislation.

- In accordance with the Public Audit Act 2001 and the Local Government Act 2002, the office of the Auditor General will be responsible for the audit of the Company's financial statements.

14. Distributions to Shareholders

The Company is not expected to make profits that would ordinarily be distributed by way of dividends. Any surplus funds (after tax) remaining from an activity, or the annual operations of the Company shall be carried forward to the ensuing year and may be used to reduce service costs, invest in further developing other services, and/or as the Directors may decide.

15. Information to be Provided to Shareholders

The Company will deliver the following statements to shareholders:

- On a three-monthly basis the Financial Position and Cashflow.
- Within two months of the end of the first half of the financial year: Financial Performance and Financial Position.
- Within three months of the end of the financial year the following audited statements: Financial Position, Movements in Equity, Cashflows, Service Performance plus a summary of how the Company has tracked against its objectives and prospects for the next financial year, and a report on the Company's medium to long term plans.
- Six monthly summaries of project activities included in Half Yearly and Annual Reports.

16. Procedures for the Purchase and Acquisition of Shares

The Board will give approval before BOPLASS Ltd subscribes for, purchases, or otherwise acquires shares in any company or other organisation, which is external to the group.

17. Activities for Which the Board Seeks Compensation

The ongoing activities to identify, develop, procure Shared Services will be budgeted for in advance, subject to a business case and either funded by individual councils without BOPLASS Ltd involvement, or agreed by the Board to be funded by BOPLASS Ltd with consequent recovery from participating councils.

Shareholding councils will contribute to the operational costs of the Company on an annually agreed basis.

The Company will also seek contributions by way of a levy or administration charges on services provided or administered. In determining an appropriate charge, the Directors may take into account the cost of running the Company, its future operational requirements, the nature and cost of the service provided, benefits achieved and councils' ability to pay.

The Company may provide services (at a cost recovery or a cost-plus basis) to other non-shareholding councils within or beyond the region. Any surplus from such activity will be used to either reduce service costs and/or invest in further developing of that or other services, as agreed by the Advisory Group and by the Board.

18. Value of Shareholder's Investment

The Directors estimate that, at this stage, BOPLASS Ltd has limited commercial value. As each shareholder's investment in BOPLASS Ltd is less than \$20,000, the Board believe that fairly represents the value of their investment. The Directors will reassess the value of this shareholding on or about the 1st of March each year.

19. Financial Forecasts

The Forecast Financial Statements for the years 2024-2027 are included (Appendix A).

The Aerial Photography revenue/expenses reflects the flying programme determined by the participating councils which includes interim flying programmes and extensive region-wide flying programmes over the next five years.

A continued increase in Recoveries has been forecast to reflect the direct recovery of purchases made on behalf of councils through Joint Procurement projects.

It is the company's intention to always fully recover costs incurred on behalf of participating councils.

Appendix A

SOI Forecast 2024/27	Budget 2023/2024	Forecast 2024/2025	Forecast 2025/2026	Forecast 2026/2027
REVENUE				
Revenue - Core	327,637	362,115	371,130	380,871
Bank Interest Received	6,000	1,500	1,500	2,000
Council Contribution	321,637	360,615	369,630	378,871
Revenue - Projects	1,200,000	1,317,000	1,321,000	1,241,000
Aerial Photography Income	300,000	400,000	400,000	320,000
Bank Interest Received	9,000	7,000	6,000	6,000
Collaboration Portal	45,000	40,000	45,000	50,000
Lease Income - ICN	120,000	135,000	135,000	130,000
Lease Income - Video Confer.	15,000	15,000	15,000	15,000
Rebates	1,000	0	0	0
Recoveries	710,000	720,000	720,000	720,000
Total Operating Revenue	1,527,637	1,679,115	1,692,130	1,621,871
EXPENSES				
Expenditure - Core	395,953	423,436	436,451	450,992
ACC	900	950	950	950
Accommodation & Travel	2,200	5,500	6,000	5,000
Accounting & Audit	22,000	24,000	25,000	26,000
Administration	18,000	20,000	20,000	22,000
Amortisation	8,700	5,000	4,500	3,800
Bank Fees	200	200	200	200
Conferences	2,200	2,500	2,500	2,500
Depreciation	650	4,300	4,000	4,000
Directors' costs	23,000	23,000	23,000	25,000
Fringe Benefit Tax	4,000	4,500	4,500	4,500
General & Catering	2,400	1,500	1,500	1,500
Health and Safety	1,000	1,000	1,000	1,000
Insurance	12,000	14,000	16,000	17,000
Interest Paid - TCC Loan	0	0	0	0
Legal	2,000	2,500	2,500	2,500
Salaries	286,403	300,723	309,744	319,037
Salaries - C'Portal Opex	-17,000	-18,000	-18,000	-18,000
Staff Support Costs	18,500	19,500	21,000	22,000
Staff Training Costs	2,500	2,500	2,500	2,500
Subscriptions	1,000	4,263	4,057	4,005
Tax Advice	5,300	5,500	5,500	5,500
Expenditure - Projects	1,131,684	1,255,679	1,255,679	1,170,879
Aerial Photography Expense	300,000	400,000	400,000	320,000
Collaboration Portal Opex	27,884	27,979	27,979	27,979
Lease Expense - ICN	115,200	129,600	129,600	124,800
Lease Expense - Video Confer.	14,100	14,100	14,100	14,100
Projects - Recoveries	674,500	684,000	684,000	684,000
Total Operating Expenditure	1,527,637	1,679,115	1,692,130	1,621,871
Operational Surplus/ (Deficit) before Tax	0	0	0	0

Appendix B

Undertaken Joint Procurement Projects

Requiring ongoing management for performance, renewal or replacement:

- Accounts Payable automation software
- Advertising services
- Aerial imagery and LiDAR
- Air travel
- Antivirus software
- Archaeological services
- Asbestos protocols
- Banking
- Capital construction and civil works
- Cloud services
- Collective training services
- Community engagement app
- Courier services
- Cyber insurance
- Document management – EDRMS
- Document storage
- EFTPOS services
- Electricity
- Electronic purchasing
- EMA membership
- Firewall Services
- FME Server
- Fuel
- Geospatial training services
- GIS regional technical advisor
- GIS software
- GPS vehicle tracking
- Health & Safety benchmarking
- Health & Safety management software
- Health & Safety training services
- Health & Wellbeing online platform
- Historic imagery digitisation
- HR information systems
- Infrastructure as a Service
- Insurance brokerage services
- Insurance – General
- Insurance – Infrastructure
- Internet services
- IPWEA library
- Media monitoring
- N3/GSB membership
- Office supplies
- Postal services
- Print media copyright services
- Provincial Growth Fund co-funding
- Radio telephony
- Rapid antigen tests
- Reprographic – printers/copiers
- Risk management workshops
- Security services
- Telephony – voice, data, mobile
- Tender facilitation
- Transactional banking
- Travel and accommodation services
- Valuation services provider
- Video conferencing services
- Website analytics
- Wireless WAN

Appendix B**Identified Joint Procurement Projects**

- Agenda management software
- Business continuity
- Chemicals
- Civil works contracts
- Civil works materials
- Community communication systems
- Contractor online inductions
- Digital signatures
- Document scanning
- Driver training
- Drug & Alcohol testing
- Engineering Codes of Practice
- Fleet purchasing and management
- Health insurance
- High volume print
- ICT security policies
- Infrastructure valuation services
- IT applications
- Lone worker field solutions
- Media distribution services
- PPE & Uniform
- Property valuation services
- Recruitment/Candidate management
- Risk profiling workshops
- Robotic Process Automation (RPA)
- Surveys and research

Appendix B

Shared Services

Managed by BOPLASS or by one or more constituent councils:

- After hours call management
- CCTV monitoring
- Contractor H&S prequalification
- Debt recovery services
- Employee benefit schemes
- FME licensing pool
- GIS imagery data storage
- GIS support (inter-council)
- GIS web services
- Health and safety auditing
- Historic aerial imagery digitisation
- Insurance COE
- Inter-council network
- Internal audit services
- MahiTahi LG Collaboration Portal
- Media monitoring
- Occupational health
- Radio telephony strategy
- Section 17a reviews
- Shared licence server
- Solid waste services
- Standards NZ
- Video conferencing hosting
- Waste Operator Licensing

Projects for Consideration

- Archive services
- Asset Management
- Building consents
- Business continuity planning
- Capital Expenditure projects
- Centralised insurance resource
- Civil Defence Emergency Management
- Civil works projects marketing
- Consents Processing
- Contractor online inductions
- Debt Management
- Digital transformation
- Diversion of putrescible waste from landfill
- Document digitisation
- Driver training
- Electronic Document and Records Management System
- Geospatial services
- HR Information Systems
- Information Services
- Infrastructure development codes
- Insurance valuations
- Inter-council Secondments
- IT hosting
- Joint software support
- Payroll
- Project management office
- Rates Collection
- Regional Civil Defence
- Risk and total assurance
- Shared datacentre
- Solid waste regional facilities strategy
- Smart cities
- Staff engagement survey systems
- Web services
- Windscreen replacement

13 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
13.1 – Confidential Minutes of the Council Meeting held on 22 February 2024	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
13.2 – Confidential Minutes of the Audit, Risk and Finance Committee Meeting held on 27 February 2024	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 s7(2)(g) – the withholding of the information is necessary to maintain legal professional privilege s7(2)(j) – the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage	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

13.3 - Delegation to sign a City Deal Foundation Agreement	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
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