

Regional Council

NOTICE IS GIVEN

that the next meeting of the **Regional Council** will be held in **Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga** on:

Thursday, 6 September 2018 commencing at 9.30 am.

Fiona McTavish
Chief Executive
29 August 2018



Regional Council

Terms of Reference

Purpose

- Enable democratic local decision-making and action by, and on behalf of, Bay of Plenty communities.
- Meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses.
- Set the overarching strategic direction for Bay of Plenty Regional Council as an organisation.
- Hold ultimate responsibility for allocating financial resources across the Council.

Membership

All councillors are members of the Regional Council.

Quorum

In accordance with Council standing order 10.1(a), the quorum at a meeting of the Regional Council is seven members, consisting of half the number of members.

Meeting frequency

Six-weekly.

Role of Council

- Address Local Electoral Act matters and Local Government Rating Act matters.
- Oversee all matters relating to identifying and contributing to community outcomes.
- Consider and agree on matters relating to significant new activities or areas of involvement such as infrastructure which are not the responsibility of a specific committee.
- Provide regional leadership on key issues that require a collaborative approach between a number of parties.
- Develop, adopt and review Council's Policy on Significance and decision-making policy and processes.
- Develop, adopt and implement the Triennial Agreement and the Code of Conduct.
- Consider and agree on matters relating to elected members' remuneration matters.
- Appoint the Chief Executive Officer, and review their contract, performance and remuneration at least annually.
- Approve all delegations to the Chief Executive, including the authority for further delegation to staff.
- Establish committees, subcommittees, and working parties and appoint members.
- Receive and consider recommendations and matters referred to it by its committees, joint committees, subcommittees and working parties.

- Approve membership to external bodies and organisations, including Council Controlled Organisations.
- Develop, adopt and review policies for, and monitor the performance of, Council Controlled Organisations.
- Review and approve strategic matters relating to the sale, acquisition and development of property for the purposes of meeting Council's organisational requirements and implement approved Regional Council policy.
- Address strategic corporate matters including property and accommodation.
- Institute any proceedings in the High Court that are not injunctive proceedings.
- Exercise the powers and duties conferred or imposed on Council by the Public Works Act 1981.
- Consider and agree on the process to develop the Long Term Plan, Annual Plan and Annual Report.
- Adopt Council policies as required by statute (for example Regional Policy Statement and Regional Land Transport Strategy) to be decided by Council or outside of Committee delegations (for example infrastructure policy).
- Delegate to commissioners to exercise the powers, functions and duties of the Council as a consent authority under the Resource Management Act 1991 including to hear and decide a consent application.
- Monitor Council's financial and non-financial performance in-year.
- Develop, review and approve Council's Financial Strategy and funding and financial policies and frameworks.

Delegations from Council to Committees

- Full Council has a role to monitor the functioning of all committees.
- Full Council will consider matters not within the delegation of any one Council committee.
- Full Council may at any time, revoke or modify a delegation to a Council committee, either permanently, for a specified time or to address a specific matter, if it considers there is good reason to do so.
- The delegations provided to committees may be further delegated to subcommittees unless the power of further delegation is restricted by Council or by statute.

It is accepted in making these delegations that:

- The committees, in performing their delegated functions, powers or duties, may, without confirmation by the Council, exercise or perform them in a like manner and with the same effect as the Council itself could have exercised or performed them.
- The delegated powers given shall at all times be subject to their current policies and principles or directions, as given by the Council from time to time.
- The chairperson of each committee shall have the authority to exercise their discretion, as to whether or not the delegated authority of the committee be used where, in the opinion of the chairperson, circumstances warrant it.

Powers that cannot be delegated

Under Clause 32 Schedule 7 of the Local Government Act 2002, Full Council must make the following decisions:

- Make a rate.
- Make a bylaw.
- Borrow money or purchase or dispose of assets, other than in accordance with the long-term plan.
- Adopt the long-term plan, annual plan, or annual report.
- Appoint a chief executive.
- 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.
- Adopt a remuneration and employment policy.

Public Forum

1. A period of up to 15 minutes may be set aside near the beginning of the meeting to enable members of the public to make statements about any matter on the agenda of that meeting which is open to the public, but excluding any matter on which comment could prejudice any specified statutory process the council is required to follow.
2. The time allowed for each speaker will normally be up to 5 minutes but will be up to the discretion of the chair. A maximum of 3 public participants will be allowed per meeting.
3. No statements by public participants to the Council shall be allowed unless a written, electronic or oral application has been received by the Chief Executive (Governance Team) by 12.00 noon of the working day prior to the meeting and the Chair's approval has subsequently been obtained. The application shall include the following:
 - name of participant;
 - organisation represented (if any);
 - meeting at which they wish to participate; and matter on the agenda to be addressed.
4. Members of the meeting may put questions to any public participants, relevant to the matter being raised through the chair. Any questions must be asked and answered within the time period given to a public participant. The chair shall determine the number of questions.

Membership

Chairman:	D Leeder
Deputy Chairman:	J Nees
Councillors:	N Bruning, W Clark, J Cronin, S Crosby, D Love, T Marr, M McDonald, A Tahana, P Thompson, L Thurston, A von Dadelszen, K Winters
Committee Advisor:	T Nerdrum-Smith

Recommendations in reports are not to be construed as Council policy until adopted by Council.

Agenda

E te Atua nui tonu, ko mātau ēnei e inoi atu nei ki a koe, kia tau mai te māramatanga ki a mātau whakarite mō tēnei rā, arahina hoki mātau, e eke ai te ōranga tonu ki ngā āhuatanga katoa a ngā tangata ki tō mātau rohe whānui tonu. Āmine.

“Almighty God we ask that you give us wisdom in the decisions we make here today and give us guidance in working with our regional communities to promote their social, economic, environmental and cultural well-being. Amen”.

1 Opening Karakia

2 Apologies

3 Public Forum

4 Acceptance of Late Items

5 General Business

6 Confidential Business to be Transferred Into the Open

7 Declarations of Conflicts of Interests

8 Previous Minutes

8.1 Regional Council Minutes - 02 August 2018

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9 Statutory Committee Minutes - For Receipt Only

9.1 Draft Minutes - Tauranga Moana Advisory Group - 10 August 2018

31

10 Joint Committee Minutes - For Receipt Only

- 10.1 Draft Minutes - SmartGrowth Leadership Group - 20 June 2018 - Not Yet Confirmed 45

11 Reports

- 11.1 Chairman's Report 55

12 Presentations

12.1 Conservation Management Strategy - 10.00 am

A 30-minute presentation by the Department of Conservation: Mike Jones, Lynn Hansberry, Clint Savage, Jeff Milham and Allan Munn

13 Public Excluded Section – Presentation

Resolution to exclude the public

THAT the public be excluded from the following parts of the proceedings of this meeting.

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

General Subject of Matter to be Considered	Reason for passing this resolution in relation to this matter	Grounds under Section 48(1) LGOIMA 1987 for passing this resolution
13.1 Presentation from Quayside Holdings Limited on Annual Financial Statements for the year ended 30 June 2018	To carry out commercial activities	Good reason for withholding exists under Section 48(1)(a)

13.1 Presentation - Quayside Holdings - 11.00 am

A presentation will be provided in Public Excluded by Rob McLeod and Scott Hamilton. The report supporting this presentation can be found in the Public Excluded section of the agenda (Pg. 296)

14 Public Section - Continued

15 Presentations - Continued

15.1 Eastern BoP Regional Growth Leadership Group - 12.00 pm

A 30-minute presentation by Eastern Bay Councils, including an update on the EBOP Regional Growth Leadership Group: David Cunliffe, Mayor Bonne, Mayor Forbes, Aileen Lawrie, Mayor Campbell and Russel George

16 Reports - Continued

16.1 Making operative Change 3 (Rangitāiki River) to the Regional Policy Statement	69
APPENDIX 1 - Proposed Change 3 (Rangitāiki River) to the RPS Consent Order Version 10.1c 17 August 2018 - Final	73
APPENDIX 2 - Consent order - signed off by Judge Kirkpatrick 27 July 2018 resolving all appeal points	105
APPENDIX 3 - Schedule of minor errors in the Bay of Plenty Regional Policy Statement, 17 August 2018	139
16.2 The Proposed Regional Pest Management Plan	143
SUPPORTING DOCUMENT - Proposed Regional Pest Plan for the Bay of Plenty Region	155
SUPPORTING DOCUMENT - Proposed Regional Pest Management Plan: Meeting the Biosecurity Act Requirements (Electronically available via Stellar Library and the Website)	157
16.3 Recommendations Report: Adopt Regional Public Transport Plan	159
APPENDIX 1 - Proposed Regional Public Transport Plan 2018	163
16.4 Councillor Expenditure July 2017 to June 2018	225
APPENDIX 1 - 2017-2018 Councillor Expenditure Combined Summary	227
16.5 Contract for Aids to Navigation Maintenance and Log Recovery	231
APPENDIX 1 - 2019 0001 - Contract for Aids to Navigation maintenance and Log Recovery	235
16.6 Health, Safety and People Report	243
APPENDIX 1 - Council Health and Safety Report Apr to June 2018	245
APPENDIX 2 - People Report for Council 31 July 2018	253
16.7 Amendment to Chief Executive's Financial Delegation	261
17 Public Excluded Section	265

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General Subject of Matter to be Considered	Reason for passing this resolution in relation to this matter	Grounds under Section 48(1) LGOIMA 1987 for passing this resolution
17.1 Public Excluded Regional Council minutes -	Please refer to the relevant section in the open minutes	Good reason for withholding exists under

02 August 2018		Section 48(1)(a)
17.3 Expenditure Report for the twelve months to 30 June 2018	To prevent improper gain or advantage	Good reason for withholding exists under Section 48(1)(a)
17.4 Rotorua Catchments Land Use Advice and Support Service - Procurement Plan for Land Use Advisors	To carry out commercial and industrial negotiations	Good reason for withholding exists under Section 48(1)(a)
17.5 Awatarariki Fanhead Indicative Business Case	To carry out commercial and industrial negotiations	Good reason for withholding exists under Section 48(1)(a)

17.1 Public Excluded Regional Council minutes - 02 August 2018	267
17.2 Report Quayside Holdings Limited on Annual Financial Statements for the year ended 30 June 2018	269
17.3 Expenditure Report for the twelve months to 30 June 2018	271
17.4 Rotorua Catchments Land Use Advice and Support Service - Procurement Plan for Land Use Advisors	273
APPENDIX 1 - Land Use Advisors Procurement Plan	277
17.5 Awatarariki Fanhead Indicative Business Case	295
18 Confidential Business to be Transferred Into the Open	
19 Readmit the Public	
20 Consideration of General Business	
21 Closing Karakia	

Previous Minutes

Minutes of the Regional Council Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Thursday, 2 August 2018 commencing at 9.30 a.m.

Present:

Chairman: D Leeder

Deputy Chairman: J Nees

Councillors: J Cronin, T Marr, L Thurston, P Thompson, N Bruning , D Love, A Tahana, W Clark, S Crosby, A von Dadelszen, M McDonald

In Attendance: Fiona McTavish, Chief Executive, Namouta Poutasi, Acting General Manager, Strategy and Science, Mat Taylor, General Manager, Corporate Performance, Chris Ingle, General Manager, Integrated Catchments, Sarah Omundsen, Acting General Manager, Regulatory Services, Yvonne Tatton, Governance Manager, Daniel Smith, Consents Team Leader, Paula Chapman, Project Manager, Annabel Chappell, Property Manager, Shelley Hey, Manager Chief Executive's Office, Donna Llewellyn, In-House Legal Counsel, Tone Nerdrum-Smith, Committee Advisor

Apologies: K Winters

1 Karakia

An opening Karakia was provided by Cr Marr.

2 Apologies

Resolved

That the Regional Council:

- 1 Accepts the apology from Cr Winters tendered at the meeting.**

**Leeder/Thurston
CARRIED**

3 Representation Review Hearing of Submissions

The Chairman noted Mr Darryl Jensen and Mr Nigel Billings from Federated Farmers had withdrawn their request to speak to their submission due to unforeseen circumstances.

1 - Whakatāne District Council – Deputy Mayor Judy Turner

Key Points

- Supported the recommendations of the Regional Council to retain the status quo
- Noted the population-based approach to representation however also needed to consider isolated and widely dispersed communities, the geographical size and GDP of the Eastern Bay of Plenty (EBOP) Supported no change to the boundary adjustment and alignment of the Māori Constituencies.

In Response to Questions

- The growth occurring in Whakatāne and the anticipated growth in Kawerau and Ōpōtiki could potentially correct the current Eastern Bay of Plenty constituency population ratio deviation in the future..

Tauranga City Council – Mayor Greg Brownless

Key Points

- Acknowledged the statutory process of the review
- Suggested that the population projection estimates for Tauranga would more accurately reflect existing population than the figures used by Regional Council
- Acknowledged that Regional Council was required to use statistical information within the legal framework and therefore endorsed the current proposal, however sought that the next representation review be brought forward after the 2019 local government election, rather than wait a further six years.
- Tauranga Constituency boundary adjustments could be a consideration in the next review.

Staff in Response to Questions

- There was no statutory requirement to wait six years between reviews
- If a further review was agreed to, it would commence in 2020/21, in order for the decision to apply for the 2022 local government election.

4 Public Forum

Nil

5 General Business

Nil

6 Confidential Business to be transferred into the open

Nil

7 Declaration of conflicts of interest

Nil

8 Previous Minutes

8.1 Regional Council Minutes - 28 June 2018

Resolved

That the Regional Council:

- 1 Confirms the Regional Council Minutes of 28 June 2018, as a true and correct record.

Leeder/Nees
CARRIED

8.2 Regional Transport Committee Minutes - 15 June 2018

Resolved

That the Regional Council:

- 1 Receives the Regional Transport Committee Minutes - 15 June 2018.

Crosby/Nees
CARRIED

8.3 Rotorua Te Arawa Lakes Strategy Group Minutes - 15 June 2018

Resolved

That the Regional Council:

- 1 Receives the Rotorua Te Arawa Lakes Strategy Group Minutes - 15 June 2018.

Leeder/Thurston
CARRIED

8.4 Civil Defence Emergency Management Group Joint Committee Minutes - 22 June 2018

Resolved

That the Regional Council:

- 1 Receives the Civil Defence Emergency Management Group Joint Committee Minutes - 22 June 2018.

Love/Leeder
CARRIED

8.5 Te Maru o Kaituna River Authority Minutes - 22 June 2018

Resolved

That the Regional Council:

- 1 Receives the Te Maru o Kaituna River Authority Minutes - 22 June 2018.

**Tahana/Nees
CARRIED**

8.6 Eastern Bay of Plenty Joint Committee Minutes - 3 July 2018

Resolved

That the Regional Council:

- 1 Receives the Eastern Bay of Plenty Joint Committee Minutes - 3 July 2018.**

**Clark/Bruning
CARRIED**

9 Chairman's Report

9.1 Chairman's Report

Chairman Leeder provided an outline of the report.

Key Points

- A workshop would be undertaken regarding the Bay of Connections/Regional Growth Study
- Trout legislation would be reviewed and Chairman Leeder, as the interim Co-Chair [in a private capacity] of Trout NZ would support the review at Select Committee level
- Any entity could apply to the Provincial Growth Fund
- John Hutchings, HenleyHutchings had been asked to review the Centre of Excellence for Transport project and would report to the Councillors and Chief Executive
- Productivity Commission reported to Central Government who would determine how to prioritise and fund projects and initiatives.

Staff Follow-up

- List of the business case ready projects for the Provincial Growth Fund, and/or link to presentation, to be distributed to Councillors.

Resolved

That the Regional Council:

- 1 Receives the report, Chairman's Report.**

**Leeder/Love
CARRIED**

10 Chief Executive's Report

10.1 Review of the Representation Arrangements for the 2019 Local Elections - Hearing and Deliberations

Yvonne Tatton, Governance Manager provided an outline of the report and outlined the representation review process to date. Members were advised Council's final representation proposal would be publicly notified, submitters to the initial proposal would have the right of appeal and the Local Government Commission would make the final determination early 2019.

- Consideration of Points Raised by Submitters The Local Electoral Act 2001 clearly defined the ordinary resident population figures to be used when undertaking a representation review and Council had no choice but to use these
- Recognised the EBOP constituency covered a large geographical area and communities would not be well served with only one representative
- The proposal to increase the number of EBOP members to three while retaining existing boundaries would further exacerbate the +/-10 rule deviation
- Had considered boundaries options as part of the initial proposal however felt the current representation model remained a good reflection of the subregion's communities of interest and aligned with the territorial authorities boundaries
- Council could undertake the next review earlier than in six year, which was the maximum timeframe stipulated by legislation.
- Recognised that the Bay of Plenty subregions were experiencing changing population rates which would impact all subregions within the next six year review period and therefore an earlier review may be appropriate.

Resolved

That the Regional Council:

- 1 **Receives the report, Review of the representation arrangements for the 2019 local elections - hearing and deliberations;**
- 2 **Receives and considers the representation review submissions from Tauranga City Council, Bay of Plenty Federated Farmers, John Howard and Whakatāne District Council.**
- 3 **Resolves, in accordance with the provisions of the Local Electoral Act 2001 and following its consideration of the public submissions received to its 2018 review of representation arrangements, to adopt/amend its initial proposal as its final proposal for the 2019 Bay of Plenty Regional Council triennial elections being:**

General Constituencies

Eastern Bay of Plenty	2 Elected Members
Rotorua	2 Elected Members
Tauranga	5 Elected Members
Western Bay of Plenty	2 Elected Members

Maori Constituencies

Mauao	1 Elected Member
Kohi	1 Elected Member
Okurei	1 Elected Member

Total	14 Elected Members
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- 4 **Notes that in considering matters raised by submitters, the total number of councillors is proposed to remain at 14 to provide effective representation to the regions' residents and ratepayers, and the number of members to be elected by the electors of the proposed constituencies will receive fair**

representation having regard to the population and communities of interest of each constituency in the region.

- 5 Notes that its Final Representation Proposal does not comply with section 19(V)(2) of the Local Electoral Act 2001. The proposal must therefore be treated as an appeal under section 19(V)(5) of the Local Electoral Act 2001 and be referred to the Local Government Commission for its determination following the appeal/objection period.
- 6 Notes that the above Final Representation Proposal will be publically notified on 11 August 2018 providing the opportunity for appeals and objections to be lodged in the period 11 August to 11 September 2018.
- 7 Agrees that the wording of the reasons for the Council's decision, and its acceptance or rejection of submissions received on the Council's initial proposal, as required under section 19N(2) of the Local Electoral Act 2001, be approved by the Chairman in conjunction with the Interim Governance Manager.
- 8 Agrees that the final representation proposal apply to the 2019 elections only and advise the Local Government Commission that the Council will undertake a further representation review in time for the 2022 elections.

Thurston/von Dadszen
CARRIED

10.2 April 2017 Flood Recovery Project - Update

Chris Ingle, General Manager, Integrated Catchments and Paula Chapman, Project Manager presented the report.

Resolved

That the Regional Council:

- 1 Receives the report, April 2017 Flood Recovery Project – Update.

Bruning/Thurston
CARRIED

10.3 Local Government Funding Agency (LGFA) Limited - Statement of Intent 2018/19

Mat Taylor, General Manager, Corporate Performance provided a brief outline of the report and responded to questions.

Key Points

- Standard and Poors was responsible for Council's credit rating
- LGFA would ensure Council was informed of any changes introduced by Central Government that would affect territorial authorities.

Resolved

That the Regional Council:

- 1 Receives the report, Local Government Funding Agency (LGFA) Limited - Statement of Intent 2018/19;
- 2 Notes the Statement of Intent 2018/19.

Cronin/Crosby
CARRIED

10.4 **Bay of Plenty Local Authority Shared Services (BoPLASS) Limited's Statement of Intent 2018-21**

Mat Taylor, General Manager, Corporate Performance and Annabel Chappell, Property Manager presented the report.

Resolved

That the Regional Council:

- 1 Receives the report, Bay of Plenty Local Authority Shared Services (BoPLASS) Limited's Statement of Intent 2018-21;
- 2 Notes the Statement of Intent 2018-21.
- 3 Request the CEO to provide a BOPLASS report within 12 months identifying opportunities for achieving more efficient and effective service delivery.

Thompson/Leeder
CARRIED

10.5 **Chairman's Study Tour to Murray-Darling Basin, Australia**

Resolved

That the Regional Council:

- 1 Receives the report, Chairman's Study Tour to Murray-Darling Basin, Australia;
- 2 Endorses the Chairman's attendance at the Regional Sector Tour of Murray-Darling Basin, Australia in October 2018.

Love/Nees
CARRIED

10.6 **BOPRC Submission on Taxation (Annual Rates for 2018-19, Modernising Tax Administration, and Remedial Matters) Bill**

Mat Taylor, General Manager, Corporate Performance provided a brief outline of the report.

Resolved

That the Regional Council:

- 1 **Receives the report, BOPRC Submission on Taxation (Annual Rates for 2018-19, Modernising Tax Administration, and Remedial Matters) Bill;**
- 2 **Approves a submission on the Taxation Bill be prepared and submitted;**
- 3 **Agrees for the Chairman to approve and sign the submission on behalf of Council when it is finalised.**

**Cronin/Love
CARRIED**

General Discussion - Three Waters Presentation - Comments by Elected Members

- Central Government was committed to deal with the three waters challenges
- Territorial Authorities were in a position to deal with potable water. However, there appeared to be a reluctance to deal with the more complex and resource demanding wastewater issues
- There was a high level of cooperation and engagement within local government to identify current practice and where there appeared to be gaps
- Noted that Water NZ was seeking Council's input and that a workshop was scheduled for this purpose
- Imperative that community expectations and outcomes were taken into consideration.

Adjournment

The meeting adjourned at 10.45am and reconvened at 11.07am.

11 **Presentation**

11.1 **Local Government Operating Environment – Department of Internal Affairs**

PowerPoint presentation – Objective ID A2929862

Shelley Hey, Manager Chief Executive's Office introduced Richard Ward, Partnerships Director – Central/Local Government Partnerships, Department of Internal Affairs, who presented this item.

Key Points of PowerPoint Presentation

- Overview
- Why DIA created the CLGPG function
- Six Partnership Directors
- Significant projects
- Three waters
- Three Waters Review: Challenges and ways to address them
- Key findings
- Drinking water safety and public health risks
- Environmental challenges and wastewater systems
- The Three Waters system: Complex regulatory environment
- Lack of central oversight and protection for consumers
- Funding challenges – drinking water and wastewater infrastructure upgrades
- Other funding and financing challenges
- Asset management capability

- Local Authorities capital expenditure
- Governance capability
- Scope of the Review
- What outcomes is Government seeking
- Options being explored
- Maps
- Next steps.

In Response to Questions

- The review would progress into a community engagement phase, however the initial focus pertained to the wishes of local government
- The allocation of \$1.2-\$2b capital expenditure was specifically for infrastructure upgrades
- Climate change/resilience impact had not been costed at this stage
- Flooding, i.e. 'the fourth water' was not included in the review
- Taranaki District Council issued annual reports on each of its wastewater treatment plants
- Recognised that any debate regarding the best course of action for the three waters would become political
- Implementing changes that resulted in positive outcomes was recognised as being a time consuming process and discussions would have to take place regarding how long New Zealand would be willing to wait for change.

Key Points – Elected Members

- Concerned that funding allocated by Central Government to address the ongoing issue of discharge of waste water into the environment, in particular in Auckland, was insufficient
- There had been a longstanding trend of underfunding of infrastructure at local government level
- Encouraged brave thinking and action to address the issues facing the environment
- A conversation between Central Government and the wider community, beyond local government, was essential.

12 **Chief Executive's Report (Continued)**

12.1 **Processing Consents on Behalf of Council - Procurement Plan**

Sarah Omundsen, Acting General Manager, Regulatory Services and Daniel Smith, Consents Team Leader provided an outline of the report and responded to questions.

Key Points - Staff

- The Procurement Plan would provide clear performance measures and expectations, rather than the process currently in place
- The current use of Council resourcing meant actual costs were not clearly identified, which would be addressed through the proposed streamlined process
- LTP 2018-28 allocations meant additional staff were being appointed to meet demands
- Use of external contractors was kept to a minimum and primarily to support staff as and when required
- Recognised that a formalised process should already have been in place to ensure external providers had a level of certainty with regards to ongoing provision of services.

Key Points – Elected Members

- Concerned that appointing independent contractors, rather than retaining the responsibility within Council, increased the risk of a loss of quality control and alignment with expected Council practices
- Queried whether the use of consultants was the most effective use of resourcing
- Important that the rights and expectation of the consent applicants was taken into consideration.

Resolved

That the Regional Council:

- 1 Receives the report, Processing consents on behalf of Council - Procurement Plan;
- 2 Approves the Procurement Plan for Consents Processing included as Appendix 1;
- 3 Delegates to the Chief Executive, through acceptance of the procurement plan, the ability to approve the award of contracts for the Consent Processing Services supplier panel.

Von Dadelssen/Crosby
CARRIED

13 Public Excluded Section

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Public Excluded Regional Council Minutes – 28 June 2018	Disclosing the information may prejudice the maintenance of the law	Good reason for withholding exists under Section 48(1)(a)
Update on April 2018 Ngongotahā Flood Review	Disclosing the information may prejudice the maintenance of the law	Good reason for withholding exists under Section 48(1)(a)

Leeder/Bruning
CARRIED

14 Consideration of General Business

Fiona McTavish, Chief Executive and Donna Llewellyn, In-House Legal Counsel – In Response to Questions

- Monitoring and Compliance reports would be provided at the upcoming Regional Direction and Delivery meeting
Regional Council was not party to legal proceedings with regards to the use of 1080 which the High Court was scheduled to consider on 21 August 2018.

The meeting closed at 12.34 pm

Confirmed

Chairman Bay of Plenty Regional Council

Date

Statutory Committee Minutes - For Receipt Only

Minutes of the Tauranga Moana Advisory Group meeting held at Classic Flyers, 9 Jean Batten Drive, Mount Maunganui, on Friday, 10 August 2018 commencing at 9.30am

Present:

Chairperson: Cr Norm Bruning (Bay of Plenty Regional Council)

Deputy Chairperson: Charlie Tawhiao (Deputy Chair) (Ngāi Te Rangi)

Members: Cr Andrew von Dadelszen (Bay of Plenty Regional Council)
Cr Kelvin Clout (Tauranga City Council)
Cr Catherine Stewart (Tauranga City Council)
Cr Mark Dean (Western Bay of Plenty District Council)
Te Pio Kawe (Ngāti Ranginui)
Riki Nelson (Ngāti Ranginui)

In Attendance: **Bay of Plenty Regional Council (BOPRC):** Chairman Doug Leeder; Cr Stuart Crosby; Cr Jane Nees.
Sarah Omundsen - General Manager Regulatory Services; Toby Barach - Principal Advisor, Tauranga Catchments; Reuben Fraser - Consents Manager; Heidi Fraser - Programme Coordinator Integrated Catchments; Hamish Dean - Team Leader, Tauranga Catchments; Laverne Mason - Integrated Catchments Programme; Santiago Bermeo - Senior Planner; Ruth Feist - Team Leader - Integrated Planning; Daniel Smith - Consents Team Leader; Harry Singh - Marketing and Communications Advisor; Clarke Koopu - Senior Advisor, Treaty; Merinda Pansegrouw - Committee Advisor
Western Bay of Plenty Regional Council (WBOPDC): Peter Watson - Reserves & Facilities Manager
Tauranga City Council (TCC): Radleigh Cairns - Consents Officer, Growth & Infrastructure; Joel Peters - Principal Strategic Advisor
Other: Kia Maia Ellis - Tauranga Moana Iwi Customary Fisheries Trust
Observer: Jeff Milham - Department of Conservation

Apologies: Cr Matemoana McDonald, Cr Paula Thompson, Cr Peter Mackay, Rehua Smallman, Reon Tuanau, Kahurangi Tapsell and Te Pio Kawe for lateness

With the agreement of members the meeting was chaired by Deputy Chairperson Charlie Tawhiao.

1 Opening Karakia/Mihi

Deputy Chair Charlie Tawhiao opened the meeting with a mihi and karakia.

2 Apologies

Resolved

That the Tauranga Moana Advisory Group:

- 1 Accepts the apologies tendered by Cr Matemoana McDonald, Cr Paula Thompson, Cr Peter Mackay, Rehua Smallman, Reon Tuanau, Kahurangi Tapsell and Te Pio Kawe for lateness.

Bruning/Clout
CARRIED

3 Declarations of Conflicts of Interest

Nil.

4 Previous Minutes

4.1 Tauranga Moana Advisory Group Minutes – 25 May 2018

Resolved

That the Tauranga Moana Advisory Group:

- 1 Confirms the Tauranga Moana Advisory Group Meeting Minutes of 25 May 2018, as a true and correct record.

Clout/Dean
CARRIED

5 Update from Partners

5.1 Ngāti Ranginui

Mr Riki Nelson provided the following update:

Key Points

- Ngāti Ranginui had filed a treaty claim following the recent developments with the Crown signing a Deed of Settlement with the Hauraki Collective for their entry into Tauranga Moana.

5.2 Ngāi Te Rangi

Mr Charlie Tawhiao updated members on Ngāi Te Rangi matters, namely:

Key Points

- An activity report provided by Reon Tuanau would be circulated to members under separate cover at the conclusion of the meeting
- The Minister of Treaty Negotiations, Hon Andrew Little, had signed a Deed of Settlement with the Hauraki Collective for their entry into Tauranga Moana as the first step in a legislative process

- Ngāi Te Rangi had consequently reinvigorated their Waitangi Tribunal Claim and was awaiting feedback on the matter
- Ngāti Ranginui, Ngāi Te Rangi and Ngāti Pūkenga had collectively expressed their disappointment. The three iwi partners had met earlier this week and all reaffirmed that they disagreed with the signing of the Deed of Settlement with the Hauraki Collective
- As a next step, the iwi partners needed to decide on a collective way forward
- Options of pursuing provisions in the Resource Management Act 1991 under Mana Whakahono ā Rohe would also be considered.

5.3 Western Bay of Plenty District Council

Refer PowerPoint Presentation Objective ID 2935612

Western Bay of Plenty District Council Reserves & Facilities Manager Peter Watson outlined current works, as follows:

Key Points

- Ruamoana Place - Slip Management: process had been a joint approach with residents and had followed a different approach to procuring contract services. Directional drilling and chimney drains had been used
- Construction was well underway with Omokoroa to Tauranga Cycleway, Newnham Paper Road and Lothead Paper Road
- New technology - an application called "STRAVA HEAT MAPS" had been used as a guideline to demonstrate high usage areas to assist with planning and could also be applied to aquatic activities
- Other Projects currently underway:
 - Matahui Esplanade Reserve slips
 - Ongare Point Wastewater Scheme - Treatment plant completed; tank installation currently underway
 - Te Puna West Wastewater Scheme complete – all stages of the mains reticulation were now live
 - Omokoroa Domain and Esplanade: Following consultation process, the next step was to assess feedback and prepare a revised concept plan.

9:48 am Te Pio Kawe joined the meeting.

5.4 Tauranga City Council

Cr Catherine Stewart highlighted TCC key work streams as follows:

Key Points

- The Comprehensive Stormwater Consent five yearly review report was now being reviewed by the BOPRC. The report would be provided to Tangata Whenua and made available to stakeholders and the community shortly
- The 2018-28 LTP had included a budget for potential initiatives to start addressing the findings of the report
- Potential initiatives included: enabling further investigative sampling of discharge points catchments; potential green infrastructure mitigation such as raingardens; floating wetlands and swales in key sub catchments such as the CBD, CBD to Greerton, Oropi/Maleme and Mount Industrial; resource for the review of the seven Stormwater Catchment Management Plans, and the development of two further plans for the CBD and the Tauriko/Lakes area over the next two-three years

- Southern Pipeline Project: drilling had been completed in late June and the steel containment pipe had been successfully pulled through from Memorial Park to Matapihi. As the next step, the wastewater polyethylene pipe would be pulled through inside the steel pipe and connected over the next few months with the pipeline expected to take flows to Te Maunga before the end of 2018
- Construction of Te Maunga's Dewatering and Sludge Thickening Plant was well underway with a completion date towards the end of 2018. Desludging of the primary oxidation pond was underway to create capacity until the plant was operational
- As part of the Kulim Park redevelopment project, 4500m³ of port dredged sand would be used to improve the beach front in early 2019.

5.5 Bay of Plenty Regional Council

Cr Norm Bruning outlined BOPRC priorities, namely:

- Draft On-Site Effluent Treatment Plan Change 14 was now available for comment until the end of October. It covered septic tanks, greywater, composting toilets and aerated wastewater systems
- Plan Change 9 Hearing Panel for the region-wide water quantity had advised that the deliberations period had been further extended and would be completed by the end August. The Recommendations Report would be presented to Regional Council on 18 September 2018
- Air quality in the Mount Industrial area: six new monitoring stations had been planned for the industrial area and would be in place this month. The monitoring stations would collect data on a number of contaminants that the three existing stations did not collect
- Since reporting at the last meeting that NIWA had found the invasive Asian paddle crab in Tauranga Harbour, 200 traps had been set up; however, no additional paddle crabs had been caught
- Kaimai Mamaku Catchment Forum would meet on 17 August 2018 to discuss the pest animal control discussion document as well as forum representation and governance. It was envisaged establishing a Steering Group as well as three Project Groups for People, Biodiversity & Water.

6 Presentations

6.1 National Policy Statement for Freshwater Management – Te Mana o Te Wai

Verbal submission

Bay of Plenty Regional Council Senior Planner Santiago Bermeo outlined the following key points:

Key Points

- Purpose was to improve the management of freshwater in the Tauranga Moana area
- The current two main priorities for BOPRC were: developing a solid database to inform freshwater management decisions to help with the development of the Plan Change and to build a constructive working relationship with tangata whenua and the community
- BOPRC was continuously gathering science and industry information from various sources to support future decisions that enhanced cultural values
- Next steps would include looking at freshwater impacts in the coastal areas

- Six initial meetings with tangata whenua had been conducted
- A consistent message received was that iwi and hapū wanted to play a more active role in decision making. Tools within the Resource Management Act such as Mana Whakahono ā Rohe could enable this.

6.2 Tauranga Moana Iwi Customary Fisheries Trust Update

Refer PowerPoint Presentation Objective ID A2935601

Tauranga Moana Iwi Customary Fisheries Trust Project Manager Kia Maia Ellis presented an update, outlining the following:

Key Points

- Tauranga Moana Iwi Customary Fisheries Trust was a pan-tribal iwi group consisting of Ngati Ranginui, Ngai Te Rangi and Ngati Pukenga, primarily working alongside the Ministry for Primary Industries under fisheries legislation
- The core focus was on sustainable development of fisheries in the rohe moana “Mai i Ngā Kurī a Whārei ki Wairākei”
- Was formed in 1999 as a joint initiative by Tauranga Moana Iwi, mandated by hapu/marae of Tauranga Moana to manage customary fishing rights of tangata whenua
- Rohe Moana:
 - Under the K-Regulations, only Tauranga Moana Tangata Kaitiaki could authorise customary fishing in this rohe
 - Forum linked to the Mai i Ngā Kurī a Whārei ki Tihirau BOP Forum
 - Tauranga Moana started with two Kaitiaki per marae
 - Currently trialling smartphone application Kohi Kai
 - Would greatly assist accessibility of Kaitiaki and catch data reporting
- Te Awanui Tauranga Harbour Iwi Management Plan 2008:
 - Had observed the decline of fisheries in the rohe and was seeking solutions to remedy
 - Trust provided governance to the original pan-tribal iwi plan for this purpose
 - Had maintained a close connection with Manaaaki Te Awanui in the development of monitoring and research in relation to the Port dredging consent
- Cultural monitoring of the project:
 - Coastal kaimoana and its sustainability had been the core focus of the trust
 - The results from the past three years of monitoring had helped to inform future customary fisheries management decisions and research and enhancement projects
- Te Wai Māori:
 - Was imperative that Te Mana o Te Wai was upheld to ensure that Te Wai Māori and freshwater taonga species Māori were sustained and enhanced
 -
 - Management of water would directly affect fishery
 - To support the implementation of Mātauranga Māori in decision making and encourage council to work directly with tangata whenua to initiate that
 - Wanted to see happy and healthy eels
- Rohe Awa

- Was seeking to establish rohe awa which would enable hapu/marae to customarily manage their wai, Maori kai and potentially establish their own Mahinga Mataitai
- The first step would be to take the discussion to the people to decide what that would look like
- Key message was that effective management was critical to ensure healthy sustainable kai.

In response to Questions

- Noted that the Environment Court had found that fishing was having an adverse effect on identified areas of outstanding natural heritage value within the Motiti Natural Environment Area and that a prohibited activity rule would be appropriate. Tauranga Moana Iwi Customary Fisheries Trust had not been approached in this regard but would be willing to participate in the discussion and provide input.

6.3 Department of Conservation Update

Refer PowerPoint Presentation Objective ID A2935610

Deputy Chair Charlie Tawhiao extended a warm welcome to Department of Conservation District Manager Jeff Milham who would henceforth be attending meetings as an Observer.

Jeff Milham provided an update from the Department of Conservation (DOC), outlining the following:

Key Points

- Overview of Te Papa Atawhai / Department of Conservation:
 - All Crown land in New Zealand was designated for conservation and protection, managed by DOC as the “face” of the Crown
 - Celebrated DOC’s 30th birthday in 2017
 - Vision and outcome statement focussed on four outcomes as main driving points
 - Was a “living Treaty partnership based on shared values for the benefit of Aotearoa New Zealand”
- Tauranga District – DOC office was located in Greerton
- Passionate and knowledgeable staff; set to grow following recent budget announcement
- Local DOC Teams partnering with tangata whenua, Regional Council, local territorial authorities and community groups
- Mahi within Tauranga Moana
- Projects focussed on the protection and supporting of the environment
- Supported connection to the kaupapa.

In response to Questions

- DOC was proactively involved in initiatives to help prevent the spread of kauri dieback in the Kaimai. Since there was currently no proven cure / treatment for kauri dieback, kauri could only be saved by stopping the disease from spreading. There were a number of tools DOC used to help stop the spread of the disease, such as track upgrades and rerouting.

6.4 Reserves and Facilities Bylaw – horses at Tuapiro Spit

Refer PowerPoint Presentation Objective ID 2935612

Western Bay of Plenty District Council Reserves & Facilities Manager Peter Watson provided an update, outlining the following:

Key Points

- Background to Tuapiro Point and Reserves and Facilities Bylaw 2018 Review:
 - Current Reserves and Facilities Bylaw had permitted horse riding in certain areas, including Tuapiro Point
 - Current Bylaw was last reviewed in 2012 and horse riding provisions had been significantly changed in that review
 - Ngāti Te Wai had long held concerns on the impact of horse riding and had presented a report to the Partnership Forum in March seeking a review of the bylaw and removing Tuapiro Point as a place where horse riding was permitted
 - The report had initiated the review and current public consultation process being undertaken
- Two sides to a story
 - Waahi Tapu sites, Kai Moana
 - Horse rider's recreational asset
- Facts and Figures
 - Seven week consultation period with- 597 written submissions received
 - 96% opposed ban on horses at Tuapiro Point
- Policy Committee to make decision on 27 September 2018

In response to Questions

- The main support for banning horses on Tuapiro Point Beach were based on the following key principles: was a cultural sensitive site and a traditional Kai Moana collection site; it required environmental protection due to the detrimental effect up to 50 horses per day could have on the health and well-being of the environment.

11:00 am The meeting **adjourned**.

11:15 am The meeting **reconvened**.

6.5 Draft Plan Change 14 (OSET)

Refer PowerPoint Presentation Objective ID A2925394

Bay of Plenty Regional Council Team Leader – Integrated Planning Ruth Feist provided an update on the On-site Effluent Treatment (OSET) Draft Plan Change 14 (PC14), Tauranga Moana catchment, outlining the following:

Key Points

- OSET PC14 applied where sewage was managed by some kind of on-site system, such as septic tanks, aerated wastewater systems, composting toilets, greywater (wastewater from bathrooms, laundries and kitchens), alternative toilet systems (incinerating toilets and other new technologies) or long drops
- There were permitted activity conditions around each type of on-site effluent treatment system and where it was located
- The rules were currently in the On-site Effluent Treatment Regional Plan, but this would be replaced with OSET Draft PC14
- OSET PC14 would update current rules, provide an improved understanding of the risks to the environment and people, and include targeted rules for communities where discharges from on-site effluent treatment systems were affecting water quality
- Communities involved: Tanners Point / Ongare Point / Te Puna commercial

- Draft PC14 had been mailed out 31 July 2018, with consultation and communication to follow.

6.6 Tauranga City Council Environment Strategy

Refer PowerPoint Presentation Objective ID A2935609

Tauranga City Council Principal Strategic Advisor Joel Peters provided an outlined on progress made with the development of the Environment Strategy as follows:

Key Points

- Since the last update provided to the Advisory Group in November 2017, a number of consultation session had been undertaken:
 - May to July - consultation on the Zero Carbon Bill / low emissions economy
 - 11 - 17 June - to facilitate sufficient consultation with tangata whenua, Māori and youth, workshops/surveys were undertaken during the week of Matariki ki Mauao with school groups and families
 - 29 June - Hui with tangata whenua collective
- a breakdown of issues that had been raised and discussed at the hui, including the moemoea/dreams included:
 - Seven realms identified: Tangaroa (sea/rivers/lakes/fish), Rongamatāne (cultivation and peace), Haumia-tiketike (uncultivated food/plants), Ruaumoko (earthquakes, volcanoes, seasons), Tāwhirimātea (weather), Tāne Mahuta (trees/forests and birds) and Tūmataurangi (humans)
 - Majority of issues related to Tūmataurangi and Tangaroa
 - A lot of issues started with people, processes and systems; whilst this affected all, the most concentrated concern was around Tangaroa
 - Moemoea primarily focused on Tāne Mahuta and Tangaroa
- The Environment Strategy would mainly focus on the three biggest realms: Tangaroa, Tāne Mahuta and Tūmataurangi
- TCC staff were currently drafting the Environment Strategy based on all information obtained.

Next steps

- Follow-up consultation with tangata whenua to confirm outcomes/understanding of the recent hui on 29 June 2018
- Further discussions with the Tauranga City Council
- Follow-up with all other stakeholders.

Comments by Members

- Recommended that English terminology also be included in the slides along with the Te Reo Māori terms
- From a Māori perspective the slide provided an excellent overview/representation of values and would be a good planning tool/starting point to inform the strategy.

6.7 2018 Tauranga Moana Perception Survey

Refer PowerPoint Presentation Objective ID A2935497

Bay of Plenty Regional Council Marketing and Communications Advisor Harry Singh provided a summarised update on the outcome of the recent Tauranga Moana Perception Survey, outlining the following:

Key Points

- Project background: Survey was conducted in 2015 and repeated in 2018
- Survey included residents in Tauranga, Western Bay of Plenty and Wider Bay of Plenty to ascertain perceptions of the harbour and its catchment
- Harbour visitation: Just under one third of residents (32%) reported using or visiting the harbour at least weekly, a similar level of use as 2015
- Harbour use: In 2015, the primary activities that the harbour was used for related to walking/cycling, passive enjoyment and recreational activities. 2018 has seen a drop in the proportions for these activities across the board suggesting that people were less active
- Improvements: areas that residents mentioned would improve the harbour related to the removal of sea lettuce, reduced pollution and better facilities
- A significant change in the response from 2015 has seen an increase in comments relating to parking and access. Only 9% of people saw this as an issue in 2015 but that number had increased to 28% in 2018
- Biggest issues facing the harbour in 2018 were the balance of growth and the environment, pollution and sea lettuce. These issues were similar to those that were seen in 2015, however residents had also mentioned the impact of more people using the area, the increased presence of rubbish in the area and the expansion of the Port of Tauranga.

In response to Questions

- In 2015 a telephone only survey was used; in 2018 BOPRC the survey was administered using online and telephone methods.

Item for Staff Follow-up

- Staff to circulate the full Report on the Bay of Plenty Regional Council Tauranga Moana Perception Study dated May 2018 to members of the Advisory Group for information.

6.8 Consenting Process – climate change

Refer PowerPoint Presentation Objective ID A2935431

Bay of Plenty Regional Council Consents Team Leader Daniel Smith provided an update on consenting processes and the impact of climate change, outlining the following:

Key Points

- Effects of climate change were: a rise in sea level (projection of 0.5m relative to 1999 by 2090); an increase in average temperature (0.9°C by 2040, 2.1°C by 2090); more rain in the west and less in the east and an increase in extreme weather events
- The planning framework would be used to drive outcomes and set directions to achieve the RMA
- Mitigation - Central Government had completed engagement on the Zero Carbon Bill proposals. The Bill would set a framework including emissions targets and the climate commission. The Bill would be drafted later this year and was aimed to be passed by mid-2019
- A national adaptation plan and a national risk assessment were likely to be part of the Zero Carbon Bill. Government direction to councils could be a new National Policy Statement (NPS)
- Climate change in planning:
 - Resource Management Act: S6 directed councils to look at natural hazards; S7 directed councils to specifically consider climate change, benefits of renewable energy and efficiency of energy use

- Regional Policy Statement: alternative sources of water, natural hazards, promotion of renewal energy, sea level rise
- Regional Plans: methods, policies, consenting and guidelines – identifying natural hazards (excluded 104E Applications relating to discharge of greenhouse gases)
- District Plans: district consents required hazard mapping
- Consenting processes - important to consider what the plans were indicating
- Engage specialists - in particular engineering teams for those activities that related most to the potential effects of climate change
- Vital for development to be managed in such a way that it enabled the recognition of the future effects of climate change.

Item for Staff Follow-up

- Staff to circulate the consents process diagramme to members of the Advisory Group for information
- Information on the Storm Water Retention Pond in Hastings Road, Pyes Pa to be provided to the Tauranga Moana Advisory Group at its next meeting.

7 Reports

7.1 Tauranga Moana Programme Update – August 2018

Bay of Plenty Regional Council Team Leader, Tauranga Catchments Hamish Dean presented the Programme Update report that was taken as read.

In response to Questions

- Since one of the priorities for the 2018/19 Tauranga Moana Programme included the development of a plan of action to make the Kaiate Falls and stream swimmable again, BOPRC had identified Kaiate Falls as a special management area. As a result, more funding had been allocated and on-going consultation with the five landowners in the area had commenced. Installation of fencing had been scheduled for over the summer period and an agreement had been reached with land-owners to relocate grazing in the area.

That the Tauranga Moana Advisory Group:

- 1 **Receives the report, Tauranga Moana Programme Update – August 2018 containing the Tauranga Moana Programme Dashboard dated August 2018 and the 2018/2019 Annual Work Plan.**

Von Dadelszen/Stewart
CARRIED

8 Consideration of General Business

Nil.

9 Next Meeting – 16 November 2018

Members noted that the next meeting had been scheduled for 16 November 2018.

10 **Closing Karakia**

Te Pio Kawe closed the meeting with a karakia.

The meeting concluded at 12:14 am.

Confirmed

Chair, Tauranga Moana Advisory Group

Date

Joint Committee Minutes - For Receipt Only

**Minutes of Meeting No. SG18/06 of the SmartGrowth Leadership Group held on
20 June 2018 in the Mauao Room, Bay of Plenty Regional Council, 87 First Ave,
Tauranga commencing at 9:30am**

Present

Independent Chairperson

W Wasley

Bay of Plenty Regional Council

Chairman: D Leeder

Councillors: J Nees, P Thompson, S Crosby

Tauranga City Council

Mayor: G Brownless

Councillors: L Baldock, L Brown, T Molloy

Western Bay of Plenty District Council

Mayor: G Webber

Councillors: M Williams, J Scrimgeour, M Murray-Benge (alternate)

Tangata Whenua Representatives

M Tapsell, I Walker, B Mikaere,

NZ Transport Agency

P McLean

In Attendance

SmartGrowth

K Tremaine – Strategic Advisor

M Rumble – SmartGrowth Coordinator

S Rolleston – Tu Pakari Advisor

B Fraser – Strategic Communications Consultant

Bay of Plenty Regional Council

M MacLeod – Chief Executive

N Poutasi – Acting General Manager – Strategy and Science

A Fort – Senior Planner

D Phizacklea – Regional Integrated Planning Manager

J Metcalfe – Senior Transport Planner

Tauranga City Council

G Poole – Chief Executive

C Jones – General Manager, Growth & Infrastructure

M Tucker – Adviser - Urban Strategy and Growth

D Spittle – Principal Strategic Advisor

A Hancock – Urban Strategy Planner

R Hudson – Team Leader: Strategy Development

A Mead – Manager: City & Infrastructure Planning

Western Bay of Plenty District Council

M Taris – Chief Executive Officer

R Davey – Group Manager Policy, Planning & Regulatory Services

G Allis – Deputy Chief Executive/Group Manager Infrastructure Services

P Martelli – Resource Management Manager

Apologies

P Ihaka, V Ohia-Gate (Alternate), Cr D Thwaites, I Walker (for lateness)

SG18/06.01

APOLOGIES

Moved Cr M Williams / Seconded Mayor G Webber

That it be Resolved

That apologies be received for Puhirake Ihaka, Verna Ohia Gate, Cr Don Thwaites and Irene Walker for lateness

CARRIED

SG18/06.02

PUBLIC FORUM

Carole Gordon is not available to present as planned. Please refer to the two pager circulated with the agenda relating to matters Carole wished to raise.

SG18/06.03

CHANGE TO ORDER OF BUSINESS

The Chairperson suggested a change to the order of business. It was agreed items 2 and 3 would be revisited at the completion of the Future Development Strategy Workshop.

SG18/06.04

**CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP
(SG18/05) – DATED 16 MAY 2018**

The Committee considered the minutes of the SmartGrowth Leadership Group (SG18/05) dated 16 May 2018 as circulated with the agenda.

Cr Thompson queried as a matter arising regarding item 7. Cr Thompson wished to clarify that the SLG role review was in relation to membership and delegations only. Chair Bill Wasley confirmed this as correct.

Moved Cr M Williams / Seconded Cr L Brown

That it be Resolved

That the minutes of the SmartGrowth Leadership Group (SG18/05) dated 16 May 2018 be confirmed as a true and correct record.

CARRIED

SG18/06.05 LABOUR MARKET PRESENTATION & SUMMARY

Greg Simmons (Priority One) and Brendon Gardner (MBIE) spoke to their Labour Market Strategy presentation: [view presentation here.](#)

Questions and Comment followed:

- Living wage – has this been considered in terms of the labour market and the strategy moving forward? Brendon confirmed this hasn't been incorporated but happy to revisit and include information regarding wages.
- Irene thanked Greg and Brendon for their acknowledgement of Māori. Would like to see more around targeting difficulties Rangitikei are experiencing around transportation to school. Also looking at environment side as well as service industry.
- Lower 25% - seeing trends that should give us real concern around academic/education. Expectations on young people to attend university. Trades need to be seen as equal to academia. It is difficult to address.
- It was noted that the strategy addresses the huge diversity across the region. I.e. Eastern Bay, Western Bay. Noting the different stages community are at and supporting that.
- Drug test failure rate. Is this something that will be incorporated in the strategy? Yes, will look to include this around participation.
- Concerns raised around improvements needed by some employers – subcontractors not being paid. Also apprentices: 'last man on first man off approach', where does that young person go? (consult labour advice - MBIE).
- Engaging at secondary school level was noted. Greg confirmed this model has been in place for 10 years in the Western Bay. Eastern Bay have now picked up similar model. Very important to engage early.
- Need for migrant workers and opportunities for both employers and employees. Moving between horticultural regions Hawkes Bay Stonefruit, Bay of Plenty Kiwifruit etc. Greg and Brendon noted they are beginning to explore this with the implementation. Speaking with NZKGI, discussions with Hawkes Bay and Waikato too.
- Next step: submitting application for grant from central government to assist with funding. Simply dialogue at this stage with councils.

Bill Wasley thanked Greg and Brendon for their time and informative presentation.

Moved Mayor G Webber / Seconded Cr S Crosby

That it be Resolved

That the presentation and Labour Market Strategy summary document be received.

CARRIED

SG18/06.06 WESTERN BAY OF PLENTY CENTRE FOR TRANSPORT

Chair, Bill Wasley, spoke to John Hannah's memo and noted that John will be briefing and discussing these matters with Regional Chair, Mayors, CE's and Transport Chairs on June 25. A senior officer briefing will follow on 26 June.

The Chair welcomed views and discussion:

- The group gave the strong message that this needs to be delivered in a shorter timeframe.

THESE MINUTE Page 45 of 262 3E CONFIRMED

To be confirmed by the SmartGrowth Leadership Group on 7 September 2018

- Concerns were noted around lack of alignment over the past 5-6 years. Unless we line up better we will not progress. Engagement with NZTA is essential and through NZTA to central government. It was noted the TEL progressed because of a united approach.
- It was noted that the report raises issues around projects lining up. How does this link up with the transport section of FDS? Discussion around how this work fits in with the FDS.
- Letter to Hon. Phil Twyford in May from TCC to present their case was noted. Concerns noted around the ball being dropped around certain areas e.g. Te Tumu, Omokoroa.
- Urban Development Authority – brand new model noted. We need to look at how we make the most of these opportunities and be proactive.
- Discussion around Live, Learn, Work and Play – is this working for us? People will choose what they want. It was noted at least we are providing the options.
- Christine Jones advised that John Hannah is looking at splitting the next steps into two stages. 1. Stocktake and gap analysis followed by 2. The way forward and assessing what needs to happen. John has already begun to work on an action plan. A stocktake and gap analysis will provide clarity around the skill set we need in our independent resource. It is key to go through this process before appointing someone.
- Concerns around yet another piece of work being done. Christine clarified this process is necessary to identify priorities and have an evidence base going forward.
- It was noted CE's need to champion this and CEAG meeting is on Wednesday 4 July to further consider transport matters.

Moved Cr Thompson / Seconded I Walker

That it be Resolved

That the SmartGrowth Leadership Group

1. ***Receives*** the report
2. ***Notes*** that the development of a scope for the preliminary work is continuing and that the Stage 1 work will be completed by mid-July.
3. ***Requires*** the CEAG to report back to SmartGrowth and Partner Councils on network project delivery in August 2018.

Advice note: this work will deal with the network project gaps, priorities and delivery functions.

CARRIED

10:57am Meeting adjourned for morning tea
11:17am Meeting reconvened

SG18/06.07

**WESTERN BAY OF PLENTY DISTRICT COUNCIL RURAL COMMITTEE
ENGAGEMENT WITH THE PRIMARY SECTOR**

Mayor Webber introduced the item. The committee have looked at what is impacting on traffic flows to the port and have spoken to all sectors around the issues they see facing them in future. Significant growth needs to be noted and issues addressed e.g. growth of kiwifruit industry and development of a water bottling plant in the Eastern Bay. Growth is mostly in the east so we will see traffic flows from the east to the port increase greatly.

Gary Allis spoke to his presentation – [view presentation here](#).

Questions and discussion followed:

- This presentation is an overview of conversation with the sectors but it was noted conversations with landowners including Quayside took place separate to this. Council are looking to facilitate discussion with the industries around an inland container centre/port.
- How do we see technology e.g. more automation across farming impacting on the labour market? It was noted we won't see any impact given picking and packing labour is going to double. We are also looking at the doubling of freight movement to the port.
- It was noted truck movements are exactly the same at this stage as 2013.
- Mention of Otakiri – how many other water bottling consent applications are in the pipeline? Future agenda topic suggested 'Development in the Eastern Bay' and hear about what is happening there.
- Impact on Tauranga waterfront was noted around road to rail transition. We can't ruin one area of the city to improve another.
- Seasonal worker accommodation investment needed. Issues arising from lack of accommodation. Land use plan looking to address this issue. .

The Chair noted the SmartGrowth 2013 Strategy action to create a Rural Forum and that instead of this, the WBOPDC created their Rural Committee which had been agreed by SLG.

Bill thanked Gary for his presentation and time today.

Moved Cr Scrimgeour/ Seconded Cr Nees

That it be Resolved

That the SmartGrowth Leadership Group:

1. ***Receive the WBODC's Deputy Chief Executive Officers' Report dated 30 May 2018 and titled Western Bay of Plenty District Council's Rural Committee - Engagement with the Primary Sector.***
2. ***Notes the findings that have sub-regional implications.***

CARRIED

SG18/06.08 REPORTING BACK: LOCAL GOVERNMENT AND OTHER FORUMS

Verbal updates on the following from SmartGrowth Partner and Tangata Whenua Representatives:

- Metro sector
- Regional sector
- Upper North Island Strategic Alliance
- Rural and Provincial sector
- LGNZ
- Growth Councils
- Combined Tangata Whenua Forum

- Mayor Brownless provided an update on the Metro Sector. Three ministers spoke to the Metro Sector – Hon Grant Robinson (Minister of Finance) spoke about Local Government Risk Agency, Infrastructure funding for tourism and housing, Local Government Living Standards Framework. Also heard from Hon James Shaw on Climate Change, and about areas where local and central government could work together on adaptation and mitigation. Hon Nanaia Mahuta (Minister of Local Government) talking about the partnership between local and central government, and is looking to have a new focus on relationships. She also spoke about the Local Government (Community Well-being) Amendment Bill and Water Reform, and that change is coming. Cr Stuart noted that more information on the UDA proposal is expected soon.
- Mayor Webber noted Zone 2 meeting and will circulate a paper regarding water. He noted that the status quo appeared unacceptable to the government and that local government could lose control of water.
- It was noted that a new national policy statement on fresh water was expected in 2019 together with significant changes to the RMA.
- Mary-Anne Macleod noted that the National Port Study (Freight Study) TOR's are yet to come out of cabinet as well who will be doing that work. Looking at ports across the whole of NZ.

SG18/06.09 STRATEGIC DISCUSSION

Matters raised:

- Technology being a solution to problems going into future in terms of transportation - National Road Pricing – potential for huge impact when it comes to the use of our roads. Ken noted that this is one of the five items on the national reform agenda. Parekawhia Mclean suggested bringing this forward for discussion to our next meeting and have NZTA report back.
- Analysing and agreeing strategic direction – we know change is coming from today's discussion. Who will address, lead and do the thinking on behalf of the sub region? Ken noted we will do as much as we can in the FDS – it is about the context to merge into the future. Bill noted other matters may well be addressed through other avenues also. Chair Leeder noted the current government is clearly looking to local government to partner with them. Mayor Webber noted we need to get better at highlighting key messages and big issues, Keep potential risks at top of mind. These things should be on our risk register.

Part B: Tauranga City Council Project Update

Questions and queries discussed:

- Urban growth area workshop still going ahead with elected members as agreed? Bill noted this is planned for August.
- Risk assessment discussion. An assessment has been carried out and will be reported on.

12:17pm The chair adjourned the formal meeting to commence the FDS workshop
1:12pm The formal meeting was reconvened.

SG18/06.10 PROPOSED HEARING PANEL FUTURE DEVELOPMENT STRATEGY

It was agreed that the matter of the proposed FDS Hearing Panel will lie on the table and be addressed at the August SLG meeting.

SG18/06.11

CONSULTATION AND ENGAGEMENT ON THE FUTURE DEVELOPMENT STRATEGY

Michael Tucker noted this is a broad paper on the principle of the FDS consultation and has been written on the basis of a tight timeframe which may have to be altered. External assistance to be contracted to develop the summary consultation document.

Cr Thompson noted the Tauranga Urban Strategy (TUS) element will be of great interest to many property owners and real estate agents. How will engagement happen with those who will be impacted by the TUS?

Michael advised the thinking is a single engagement plan for the FDS with elements of the TUS. The City Transformation Committee have discussed community engagement and have confirmed an in depth community engagement will happen.

Irene noted engagement with Maori communities essential and must be in a language that is understandable.

The group agreed Michael and Bruce will go ahead with preparation of the document however this too will lie on the table until the August SLG meeting.

At the conclusion of the SLG meeting, Chair Bill acknowledged Mary-Anne Macleod. This is Mary-Anne's final SmartGrowth meeting. Bill thanked Mary-Anne for her commitment, advice and for dealing with the range of matters that have come her way and wished her all the best.

The meeting concluded at 1:20pm

Confirmed as a true and correct record

W Wasley
Independent Chairperson

Date

Reports

Receives Only – No Decisions



Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Douglas Leeder, Council Chairman

Chairman's Report

Executive Summary

Since the preparation of the previous Chairman's Report (for the 2 August 2018 Council meeting) I have attended and participated in a number of meetings and engagements as Chairman on behalf of the Bay of Plenty Regional Council.

This report sets out those meetings and engagements and highlights key matters of interest that I wish to bring to Councillors' attention.

Recommendations

That the Regional Council:

- 1 Receives the report, Chairman's Report.**

1 Purpose

The purpose of this report is to update Council on meetings and engagements I have attended and participated in as Chairman and to highlight key matters that will be of interest to Councillors.

The following section summarises these meetings and engagements. I will provide further detail at the meeting in response to any questions you may have.

2 Meetings and Engagements

Date	Meeting/Engagement	Comment
1 August	Official opening of the Tauranga Harbour Marine Precinct – <i>Tauranga</i>	Dawn service blessing of Vessel Works and an evening event to formally open the Tauranga Harbour Marine Precinct (funded in part by the Regional Infrastructure Fund). Councillor Cronin spoke on behalf of Council.

Date	Meeting/Engagement	Comment
2 August	Bay of Connections Governance and Management Groups dinner - <i>Rotorua</i>	Attended.
3 August	2018 Annual Bay of Connections and Regional Growth Programme Forum – <i>Rotorua</i>	A opportunity for Bay of Connections to engage with key stakeholders from across the region, share the latest developments and new opportunities, and discuss how parties can work together to share Bay of Connections' vision.
	Meeting with Chair of Tarawera Sewerage Steering Committee – <i>Rotorua</i>	Discussed the Tarawera Waste Water Scheme. Councillor Thurston also attended.
7 August	Meeting with Mayor Tony Bonne, Whakatāne District Council – <i>Whakatāne</i>	Councillor Clarke also attended.
8 August	SmartGrowth meeting with Council Chief Executives and Mayors - <i>Tauranga</i>	Attended.
11 August	Filming clip for the Horizon Business Excellence Awards - <i>Whakatane</i>	Video clip on the <i>Excellence in Sustainable Practices Award</i> which is sponsored by Bay of Connections. The award recognises organisations that have a focus on cultural, environmental, social and economic bottom lines.
20 August	Meeting with Philippa Fourie and Lisa Payne from Fonterra – <i>Tauranga</i>	Discussed the finalised Fonterra 50 Catchments locations within the Bay of Plenty.
21 August	Ministerial visit to the Eastern Bay of Plenty - <i>Whakatane</i>	A visit to showcase the investment opportunities for Regional Development in the Eastern Bay of Plenty.
22 August	Meeting with Minister Mahuta in Eastern Bay of Plenty - <i>Whakatane</i>	Discussed Local Government New Zealand issues including Matatā Wastewater and Awatarariki. Chief Executives Fiona McTavish and Marty Grenfell were also in attendance.
23 August	SmartGrowth Leadership Group Workshop – <i>Tauranga</i>	Discussed mapping the Social Sector Project Outcomes.
	Institute of Directors Annual Awards dinner – <i>Mount Maunganui</i>	Attended.

Date	Meeting/Engagement	Comment
24 August	Western Bay of Plenty District Council consultation with Tauranga Moana Iwi Authorities - <i>Tauranga</i>	Discussed the Tauriko West Boundary alteration.

Doug Leeder
Chairperson

for Council Chairman

24 August 2018

Presentations

Presentation - Public Excluded

Public Section - Continued

Presentations - Continued

Reports - Continued

Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Namouta Poutasi, Acting General Manager, Strategy & Science

Making operative Change 3 (Rangitāiki River) to the Regional Policy Statement

Executive Summary

Approval is sought to make Proposed Change 3 (Rangitāiki River) to the Bay of Plenty Regional Policy Statement formally operative under the Resource Management Act 1991.

Proposed Change 3 fulfils Council's responsibilities under the Ngāti Manawa and Ngāti Whare Treaty Settlement Claims Acts 2012 which requires the Regional Policy Statement recognise and provide for the vision, objectives and desired outcomes of *Te Ara Whanui o Rangitāiki*, the Rangitāiki River Document.

The two appeals to the Environment Court were successfully resolved by mediation and the Court issued a consent order on 27 July 2018.

Making Change 3 operative also provides an opportunity to correct minor errors in the operative Regional Policy Statement.

Recommendations

That the Regional Council:

- 1 Receives the report, Making operative Change 3 (Rangitāiki River) to the Regional Policy Statement;**
- 2 Effects approval of Change 3 (Rangitāiki River) to the Bay of Plenty Regional Policy Statement, under clause 17(3) of Schedule 1 to the Resource Management Act 1991, by affixing the seal of the Bay of Plenty Regional Council to the approved change.**
- 3 Amends the operative Regional Policy Statement, under clause 20A of Schedule 1 to the Resource Management Act 1991, to correct minor errors as shown in Appendix 3.**
- 4 Delegates to the Chief Executive the authority to set the date on which Change 3 (Rangitāiki River) to the Bay of Plenty Regional Policy Statement, when**

approved, becomes operative and to publicly notify that date in accordance with clause 20(2) of Schedule 1 to the Resource Management Act 1991.

1 Purpose

The purpose of this report is seek Council approval to make Proposed Change 3 (Rangitāiki River) to the Bay of Plenty Regional Policy Statement (RPS) operative.

Delegation to approve the Regional Policy Statement and changes lies with full Council.

2 Background

Change 3 is the first Treaty Co-governance change to the operative RPS. It introduces a new Treaty Co-governance chapter into Part 2 of the RPS, as section 2.12. The Rangitāiki River change and subsequent treaty co-governance changes to the RPS will be housed in this chapter. It includes seven objectives with policies and methods derived from the actions and desired outcomes of *Te Ara Whanui o Rangitāiki*, the Rangitāiki River Document.

3 Proposed Change 3

Proposed Change 3 was publicly notified on 11 October 2016. The submissions period closed on 23 November 2016 and Council received nineteen submissions. The period for further submissions opened on 17 January 2017 and closed on 15 February 2017 with six further submissions received. Hearings were held in Whakatāne on Monday 12 and 19 June 2017. Deliberations were held in Tauranga on 27 July, 10 August and 4 September 2017. Council's decisions on submissions were publicly notified on 17 October 2017.

Two appeals were lodged with the Environment Court against Council's decisions:

1. ENV-2017-AKL-000178 Federated Farmers of New Zealand Inc
2. ENV-2017-AKL-000179 Trustpower Ltd.

The Federated Farmers appeal sought amendments to the water quality policy and associated method on the basis that Proposed Change 3 goes beyond its purpose and encroaches on the National Policy Statement for Freshwater Management. The Trustpower Ltd appeal sought amendments to provisions concerning tuna passage objective and policies, water quality policies and methods and the cultural access method.

Section 274 notices of interest to the appeals were lodged by the Rangitāiki River Forum, Te Rūnanga o Ngāti Manawa, Te Rūnanga o Ngāti Whare, Te Rūnanga o Ngati Awa, Galatea-Murupara Irrigation Society and the Rangitāiki-Tarawera Rivers Scheme Liaison Group and BOPRC Rivers and Drainage Section.

Formal mediation was held on Friday 23 February 2018 and Friday 29 June 2018 before Environment Court Commissioner Russell Howie. Agreement were reached at mediation resolving all appeal points and a mediation agreement was signed by all the parties recording the outcomes from mediation and what the parties agreed to.

A draft Consent Order and Memorandum of the parties in support of the draft was filed by Council with the Environment Court on Friday 20 July 2018. The draft Consent Order reflected the agreement that was reached by the parties at mediation.

Environment Court Judge Kirkpatrick issued his decision, via the consent order, on Friday 27 July 2018.

4 Environment Court decision

The Environment Court's decision, a Consent Order under section 279 of the Resource Management Act, is included as Appendix 2.

5 Next steps

Council must now amend the proposed change to give effect to the Court's decision. Also, under clause 20A of Schedule 1 to the Resource Management Act, Council may amend the operative regional policy statement to alter any information, where such an alteration is of minor effect, or may correct any minor errors. The need for minor amendments has been identified since Proposed Change 3 was notified for submissions. These are listed in the 'Schedule of minor amendments' attached as Appendix 3.

Proposed Change 3, showing the effect of the Court's decision is attached as Appendix 1. Also attached, as Appendix 2, is the Consent Order showing in track changes the outcome of the appeal resolution.

Some reordering and changing of numbering and cross-referencing will be required when Change 3 is merged in with the operative RPS. This process may bring to light the need for further minor alterations; it is recommended that the authority to make any such alterations be delegated to the Chief Executive.

Council has the delegated authority to approve the regional policy statement. Following the Council approving Change 3 these provisions become "approved" until they become operative. Clause 20(2) of Schedule 1 to the Act requires the Council to publicly notify the date on which the approved change becomes operative at least five working days before that date. It is recommended that the authority to set the date on which Change 3 becomes operative and the notification date be delegated to the chief executive.

6 Council's Accountability Framework

6.1 Implications for Māori

Change 3 is the first treaty co-governance change to the Regional Policy Statement. It has significant implications for Ngāti Whare and Ngāti Manawa iwi in particular as it gives effect to their treaty settlement legislation.

Change 3 enshrines the vision, objectives and desired outcomes of Te Ara Whanui o Rangitāiki within the Regional Policy Statement. Iwi and hapū have high aspirations in terms of the practical effect of Change 3 and submitted in support of it. District and regional plans will need to give effect to, and resource consents decision making processes will need to have regard to, the Regional Policy Statement policy framework.

6.2 Community Outcomes

This work is planned under the Regional Planning and Engagement activity in the Long Term Plan 2018-2028.

6.3 Long Term Plan Alignment

Current Budget Implications

The cost of developing Change 3 is budgeted in the Long Term Plan (2018-2028) under the Regional Planning activity. The 2018/19 costs include legal fees, hearing commissioner and consultant costs. Legal fees budgeted for are \$98,901. To minimise costs legal representation was not used for any of the appeals mediation, case management, liaison with appellants and s274 parties nor consent order preparation. This was all coordinated in house by the Programme Leader and Regional Integrated Planning Manager.

Future Budget Implications

Costs associated with making Change 3 operative include printing, public notices and postage costs. The equivalent costs for making Change 2 (Natural Hazards) to the RPS operative in July 2016 was \$3,336.

Nassah Steed

Programme Leader (Statutory Policy)

for Acting General Manager, Strategy & Science

28 August 2018

APPENDIX 1

Proposed Change 3 (Rangitaiki River) to the RPS Consent Order Version 10.1c 17 August 2018 - CLEAR COPY Final

Proposed Change 3 (Rangitāiki River) to the Bay of Plenty Regional Policy Statement

This version incorporates additions and deletions giving effect to the Consent Order, together with minor amendments, inserted into the Council decisions on submissions version

Clear Copy

This version shows Consent Order outcomes and minor amendments inserted into the Bay of Plenty Regional Council's decisions on submissions and further submissions.

Relocated provisions retain their original numbering in this version; provisions will be renumbered prior to the Change becoming operative.

Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158
New Zealand

Part two

Resource management issues, objectives and summary of policies and methods to achieve the objectives of the Regional Policy Statement

Part two provides an overview of the regionally significant resource management issues, (including the issues of significance to iwi authorities) addressed by the Regional Policy Statement. They are addressed under the topic headings:

- Air quality
- Coastal environment
- Energy and infrastructure
- Geothermal resources
- Integrated resource management
- Iwi resource management
- Matters of national importance
- Urban and rural growth management
- Water quality and land use
- Water quantity
- Natural hazards
- Treaty Co-governance

Each topic includes a summary table showing all the objectives that relate to that topic and the titles of the policies and methods to achieve those objectives. The table also includes a reference to other policies that also need to be considered to gain an overview of the issue across the full scope of the Statement.

2.12 Treaty Co-governance

Treaty of Waitangi settlement legislation has resulted in the establishment of co-governance entities between iwi and local government.

The Bay of Plenty Regional Policy Statement is required to be amended to recognise and provide for the outcomes of statutory documents prepared under treaty settlement legislation. Those requirements may vary dependent on the legislation.

The purpose of this section is to fulfil the requirements of treaty settlement legislation in so far as it relates to the Regional Policy Statement. It is to be read in conjunction with the Treaty Co-governance Compendium Document, which is an important document that provides context for this section of the Regional Policy Statement, although it does not form part of the Regional Policy Statement. The Treaty Co-governance Compendium Document, which can be accessed at Council offices and on its website, includes a copy of Te Ara Whānui o Rangitāiki - Pathways of the Rangitāiki, the approved River document that was prepared under the treaty settlement legislation. That document includes detail of the historical association each iwi has to its ancestral awa and/or moana (waterbodies)

2.12.1 Rangitāiki River

The Ngati Manawa Claims Settlement Act 2012 and Ngati Whare Claims Settlement Act 2012 established the Rangitāiki River Forum (the Forum), with representation from local authorities (Whakatane District Council, Bay of Plenty Regional Council and Taupo District Council), Ngati Whare, Ngati Manawa, Ngati Awa and Ngati Tuwharetoa (Bay of Plenty) iwi.

The Forum developed the Rangitāiki River document (Te Ara Whānui o Rangitāiki – Pathways of the Rangitāiki).

The Bay of Plenty Regional Policy Statement must recognise and provide for the vision, objectives and desired outcomes of the Rangitāiki River document.

The vision for the Rangitāiki River is 'a healthy river, valued by the community, protected for future generations. Tihe Mauri ora.' 'E ora ana te mauri o te awa o Rangitāiki, e manaakitia ana e te iwi, e tiakina ana mo ngā whakatipuranga o muri mai. Tihe Mauri Ora.'

The Rangitāiki River and its tributaries have played an important role in the lives of the many Bay Plenty hapu and iwi that live alongside them. As kaitiaki, hapu and iwi traditionally carried the responsibility of ensuring the health and wellbeing of the Rangitāiki River and its resources, for the benefit of present and future generations.

2.12.2 Significant Issues affecting the Rangitāiki River Catchment

1 The Rangitāiki River is no longer providing an abundance of food

The Rangitāiki River and its tributaries have historically provided a highly valued tuna fishery which sustained the way of life of local people for generations.

Widespread land use changes within the Rangitāiki River Catchment have resulted in a decrease in the numbers of freshwater fish (ikawai) such as the native tuna (kuwharuwharu) and whitebait species (Inanga, Banded Kokopu and Giant Kokopu). The clearance of indigenous vegetation for plantation forestry, pasture, and urbanisation together with the establishment and maintenance of hydro-electrical power generation schemes, flood protection schemes, large irrigation schemes and factories have reduced water quality, riparian margins, indigenous fish habitats and restricted indigenous fish passage. The introduction of trout species has also contributed to the reduction in numbers of indigenous fish species within the catchment.

Numbers of tuna in the Rangitāiki River Catchment are declining due to a range of causes, including the commercial harvest of tuna and the establishment and maintenance of flood protection schemes.

2 Water quality is not always good enough for swimming or drinking

In general, water quality within the Rangitāiki River Catchment ranges from fair to excellent. However monitoring results are showing high concentrations of bacteria and nitrogen in parts of the catchment and trends of decreasing water quality. These changes affect the suitability of waterways within the catchment for contact recreation and in certain areas used as sources for safe drinking water. Water quality degradation is affected by a range of land uses and land management practices in the catchment.

3 The special qualities and mauri (life force) of the Rangitāiki River needs to be restored to ensure it can be used for holding rituals and ceremonies

The Rangitāiki River and its tributaries are a taonga of great cultural significance and a key source of spiritual and material wellbeing. The degradation of the Rangitāiki River has reduced its spiritual values and compromised the ability of iwi to exercise kaitiakitanga (stewardship) and conduct their tikanga (customs) and kawa (ceremonies).

4 There is a need to rebuild the strong relationships that people once had with the Rangitāiki River

The interactions between the river and its people have become restricted as the community aspirations for the Rangitāiki River have dwindled. There is an opportunity for young people in particular to learn more about how the river contributes to their environmental, cultural and spiritual wellbeing, and how to look after it.

5 Activities in the Rangitāiki River Catchment have degraded its amenity values and quality of the environment

Many of the activities established within the Rangitāiki River Catchment within the last century have changed the natural pattern of the Rangitāiki River and have degraded its amenity values, quality of the environment, natural features and characteristics.

Applying the Rangitāiki River Catchment provisions

The Rangitāiki River catchment objectives, policies and methods, set out in Table 12, only apply to the Rangitāiki River Catchment area within the Bay of Plenty region identified in Map 4aa. These provisions should be read along with other region wide provisions. For clarification the following Rangitāiki River Catchment specific objectives shall prevail over the equivalent region wide objectives. Objective 39 prevails over Objective 22. Objective 34 prevails over Objective 27.



Table 12 Rangitāiki River objectives and titles of policies and methods to achieve the objectives.

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
Objective 32 Tuna within the Rangitāiki Catchment are protected, through measures including enhancement and restoration of their habitat and migration paths.	Policy RR 1B: Restoring and enhancing tuna habitat and migration pathways.		Method 23D: Require structures to provide passage for tuna migration up and down the Rangitāiki River.	Regional Council	21
			Method 23X: Consultation regarding tuna passage.	Regional Council	
			Method 23E: Develop an action plan to provide passage for migrating tuna in the Rangitāiki River Catchment.	Regional Council	21
			Method 23F: Support the use of rāhui to restrict harvesting of tuna in the Rangitāiki River Catchment.	Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities.	21
			Method 23G: Advocate the termination of commercial tuna harvesting within the Rangitāiki River Catchment.	Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities.	21
			Method 75: Promote measures to protect, monitor and understand tuna in the Rangitāiki River Catchment.	Regional Council and iwi authorities.	23
			Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district councils.	29
			Method 26: Facilitate and support community based ecological restoration programmes.	Regional Council and district councils.	31
			Method 63: Provide and support environmental education programmes.	Regional Council and district councils.	34

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
	Policy MN 2B: Giving particular consideration to protecting significant indigenous habitats and ecosystems. Policy MN 4B: Encouraging ecological restoration.		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district councils.	29
			Method 26: Facilitate and support community based ecological restoration programmes.	Regional Council and district councils.	31
			Method 27: Provide information about sustainable land management practices.	Regional Council and district councils.	31
			Method 39: Promote coordination among conservation management agencies.	Regional Council and district councils.	32
			Method 49: Improve biodiversity values of open spaces.	Regional Council and district councils.	33
			Method 55: Identify priority ecological corridors and buffers.	Regional Council and district councils.	33
			Method 64: Encourage agencies and landowners to protect key sites.	Regional Council and district councils.	34
			Method 65: Advocate to establish reserves.	Regional Council and district councils.	34
Objective 33 Habitats that support indigenous species and linkages between indigenous ecosystems within the Rangitāiki River Catchment are created, enhanced where degraded, and protected where significant.	Policy RR 2B: Promoting the protection of indigenous vegetation and habitats within the Rangitāiki River Catchment.		Method 23H: Rangitāiki River Catchment Annual Work Programme.	Regional Council, district councils and iwi authorities.	21
			Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district councils.	29
			Method 26: Facilitate and support community based ecological restoration programmes.	Regional Council and district councils.	31
			Method 27: Provide information about sustainable land management practices.	Regional Council and district councils.	31
			Method 39: Promote coordination among conservation management agencies.	Regional Council and district councils.	32

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
			Method 49: Improve biodiversity values of open spaces.	Regional Council and district councils.	33
			Method 55: Identify priority ecological corridors and buffers.	Regional Council and district councils.	33
			Method 63: Provide and support environmental education programmes.	Regional Council and district councils.	34
			Method 64: Encourage agencies and landowners to protect key sites.	Regional Council and district councils.	34
	Policy MN 2B: Giving particular consideration to protecting significant indigenous habitats and ecosystems. Policy MN 4B: Encouraging ecological restoration.		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district councils.	29
			Method 26: Facilitate and support community based ecological restoration programmes.	Regional Council and district councils.	31
			Method 27: Provide information about sustainable land management practices.	Regional Council and district councils.	31
			Method 39: Promote coordination among conservation management agencies.	Regional Council and district councils.	32
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			Method 64: Encourage agencies and landowners to protect key sites.	Regional Council and district councils.	34
			Method 65: Advocate to establish reserves.	Regional Council and district councils.	34

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
Objective 34 Water quality in the Rangitāiki River Catchment is maintained and improved where degraded.	Policy RR 3B: Establishing water quality limits within the Rangitāiki River Catchment.		Method 23I: Develop environmental flow, flow variability and water quality limits.	Regional Council	21
			Method 23J: Develop strategies for managing water, wastewater and stormwater.	District council	21
			Method 2: Regional plan implementation.	Regional Council	
			Method 23K: Identify key sources and locations of illegal refuse dumping in the Rangitāiki River Catchment.	Regional Council and district councils.	23
			Method 23L: Identify forecast and assess emerging pressures on resources and opportunities to restore water quality in the Rangitāiki River Catchment.	Regional Council, district councils and iwi authorities.	22
Objective 35 The social economic and cultural wellbeing of communities in the Rangitāiki River Catchment is enabled within the limits of the rivers and receiving environment.	Policy RR 4B: Enabling the efficient use and development of resources.		Method 2: Regional plan implementation.	Regional Council	29
			Method 30: Research and monitor water allocation and abstraction.	Regional Council	32
			Method 32: Prepare and provide information to reduce water demand.	Regional Council	32
	Policy WQ 2A: Setting and applying instream flows and allocation limits for taking freshwater. Policy WQ 3B: Allocating water.		Method 76: Collaborate on actions to achieve a healthy Rangitāiki River.	Regional Council	23
			Method 2: Regional Plan implementation.	Regional Council	29
			Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district council.	29
			Method 30: Research and monitor water allocation and abstraction.	Regional Council	32
			Method 23I: Develop sustainable environmental flow and catchment load limits.	Regional Council	21
			Method 23M: Establish cultural health indicators for the Rangitāiki River Catchment.	Regional Council and district councils.	22

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
Objective 36 The relationship between communities and the Rangitāiki River Catchment is recognised and encouraged.	Policy RR 5D: Encouraging the strengthening of relationships between communities and the Rangitāiki River.		Method 77: Provide and support environmental education programmes within the Rangitāiki River Catchment.	Regional Council and district councils.	24
			Method 23M: Establish cultural health indicators for the Rangitāiki River Catchment.	Regional Council and iwi authorities.	22
Objective 37 The practice of kaitiakitanga in decision-making is recognised and provided for when managing ancestral lands, water, sites, wāhi tapu and other taonga in the Rangitāiki River Catchment.	Policy IW 2B: Recognising matters of significance to Māori. Policy IW 6B: Encouraging tangata whenua to identify measures to avoid, remedy or mitigate adverse cultural effects.		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district councils.	29
			Method 11: Recognise statutory acknowledgement areas.	Regional Council and district councils.	29
			Method 12: Take into account iwi and hapū resource management plans in assessments of environmental effects.	Regional Council and district councils.	29
			Method 41: Promote consultation with potentially affected tangata whenua.	Regional Council and district councils.	32
			Method 42: Evaluate matters of significance to tangata whenua.	Regional Council and district councils.	32
			Method 43: Promote the enhancement of mauri.	Regional Council and district councils.	32
			Method 46: Consider the necessity of consulting potentially affected tangata whenua during consent processing.	Regional Council and district councils.	33
			Method 48: Consider appointing pūkenga to hearing committees.	Regional Council and district councils.	33
			Method 64: Encourage agencies and landowners to protect key sites.	Regional Council and district councils.	34
			Method 78: Promote information sharing between iwi, industry and the community in the Rangitāiki River Catchment.	Regional Council, district councils and iwi authorities.	24

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
	Policy IW 5B: Adverse effects on matters of significance to Māori.		Method 23N: Develop protocols for recognising and exercising iwi and hapū mana including kaitiakitanga in the Rangitāiki River Catchment.	Regional Council, district councils and iwi authorities.	30
			Method 23O: Support development of an inventory of information on tikanga on waterways in the Rangitāiki River Catchment.	Regional Council, district councils and iwi authorities.	30
			Method 23P: Develop a protocol for accessing, holding and using the wāhi tapu information.	Regional Council, district councils and iwi authorities.	30
			Method 23Q: Support the development of sites and areas of cultural significance within the Rangitāiki River Catchment.	Regional Council and iwi authorities.	29
			Method 78 Promote information sharing between iwi, industry and the community in the Rangitāiki River Catchment.	Regional Council, district councils and iwi authorities.	24
Objective 38 The qualities and characteristics of areas and features that contribute to the amenity values and quality of the Rangitāiki River Catchment environment are maintained and enhanced where degraded	Policy RR 6C: Promote drainage and flood protection works that minimise adverse effects on amenity values		Method 23H: Rangitāiki River Catchment Annual Work Programme.	Regional Council, district councils and iwi authorities.	21
			Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district councils.	29
			Method 11: Recognise statutory acknowledgement areas.	Regional Council and district councils.	29
Objective 39 Access to the Rangitāiki River and its tributaries is maintained and enhanced	Policy MN 5B: Encouraging public access to and along the coast, lakes and rivers Policy MN 6B: Restricting public access to and along the coast, lakes and rivers		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans.	Regional Council and district councils.	29
			Method 23T: Retain and enhance public and cultural access to and along the Rangitāiki River.	Regional Council, district councils and iwi authorities.	23

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
			Method 23S: Remove or adapt structures impeding cultural and recreational access in the Rangitāiki River.	Regional Council and district councils.	23
			Method 23H: Rangitāiki River Catchment Annual Work Programme.	Regional Council, district councils and iwi authorities.	21
			Method 11: Recognise statutory acknowledgement areas.	Regional Council and district councils.	29
			Method 64: Encourage agencies and landowners to protect key sites.	Regional Council and district councils.	34
			Method 65: Advocate to establish reserves.	Regional Council and district councils.	34

Part three

Policies and methods

Part three presents the policies and methods that, when implemented, will achieve the objectives of this Statement and address the regionally significant resource management issues (including the issues of significance to iwi authorities). The resource management issues and objectives are presented in the previous part two under topic headings.

Part three is divided into two sections. The first contains the policies and the second sets out the methods.

Within the first section, policies are grouped according to the topic under which the policy was originally drafted and are identified as follows:

AQ = Air Quality
CE = Coastal Environment
EI = Energy and Infrastructure
GR = Geothermal Resources
IR = Integrated Resource Management
IW = Iwi Resource Management
MN = Matters of National Importance
UG = Urban and Rural Growth Management
WL = Water Quality and Land Use
WQ = Water Quantity
NH = Natural Hazards
RR = Rangitāiki River

Within these topic groups the letter following the policy number further divides policies into four types as outlined below.

(a) Policies giving direction to regional and district plans

Broad policies that must be given effect by regional or district plans (in accordance with sections 67(3) and 75(3)(c) of the Act) as set out in methods of implementation 1 and 2. These policies are identified by the letter A after the main policy number e.g. CE 3A. NB: while these policies are primarily expressed through plans, in some cases 'A' type policies may also be relevant to the assessment of resource consent applications and notices of requirement. The A policies that must be considered in the assessment of resource consent applications and notices of requirement are listed in Method 3.

- (b) Specific directive policies for resource consents, regional and district plans, and notices of requirement.

These policies are identified by the letter B after the main policy number e.g. CE 7B. These are specific policies that:

- must be given effect by regional or district plans (in accordance with sections 67(3)(c) and 75(3)(c) of the Act) as set out in methods of implementation 1 and 2;
- consent authorities must have regard to, where relevant, when considering applications for resource consent and any submissions received (in accordance with section 104(1)(b)(iv) of the Act); and
- territorial authorities must have particular regard to, where relevant, when considering requirements for designations or heritage orders and any submissions received (in accordance with sections 171(1)(a)(iii) and 191(1)(d) of the Act).

NB: in some cases these policies may also be linked to Methods 1 and/or 2 to ensure they are given effect to as soon as practicable by regional and/or district plans.

- (c) Policies that allocate responsibilities

These policies allocate the responsibilities for land-use controls for hazardous substances and indigenous biodiversity between the Bay of Plenty Regional Council and the region's city and district councils. These policies are identified by the letter C after the main policy number e.g. IR 7C.

- (d) Guiding policies

These are guiding policies that outline actions to help achieve the objectives. These policies are identified by the letter D after the main policy number e.g. IW 8D.

The second section sets out the methods for implementing the policies. There are two main groups of methods:

- Directive methods to implement policies identified above as either #A, #B, or #C.
- Methods that implement the guiding policies (identified above as #D) or that support the delivery of the other policies.

Directive methods used to implement most policies are Methods 1, 2 and 3. Method 3 requires that policies shall be given effect to when preparing, changing, varying, reviewing or replacing a regional or district plan, and had regard to when considering a resource consent or notice of requirement. While Method 3 is most commonly used to implement 'B' type policies, in some cases (where listed in Method 3) it may be linked to 'A' type policies which are applicable to the assessment of resource consent applications and notices of requirement. Similarly Methods 1 and/or 2 are primarily used to implement 'A' type policies in regional and district plans but in some cases (where listed in Methods 1 and 2) these policies may also be linked to 'B' type policies to ensure they are given effect to as soon as practicable by the relevant plans. The policies linked to and intended to be implemented by Methods 1, 2 and 3 are identified in the beginning of Section 3.2.1 'Directive methods'.

A summary table is provided at the beginning of part three in which the policy titles are provided. The titles serve only as a guide, as the policies are not reproduced in full within the summary table.

In a box following each of the policies, is a cross reference to pertinent objectives and methods. These must be read in association with each policy, to appreciate the relationships between these policies and methods.

3.1 Policies

Table 2 Policy name and page number.

Policy title	Page no.
Rangitāiki River Catchment	
Specific directive policies for plans and consents	
Policy RR 1B: Restoring and enhancing tuna (eel) habitat and migration pathways within the Rangitāiki River Catchment.	16
Policy RR 2B: Promoting the protection of indigenous vegetation and habitats within the Rangitāiki River Catchment.	17
Policy RR 3B: Establishing water quality limits within the Rangitāiki River Catchment.	17
Policy RR 4B: Enabling the efficient use and development of resources within the Rangitāiki River Catchment.	18
Guiding Policy	
Policy RR 5D: Encouraging the strengthening of relationships between communities and the Rangitāiki River.	18
Policy RR 6C: Promote drainage and flood protection works that minimise adverse effects on amenity values.	18

Rangitāiki River Catchment Policies

Applying the Rangitāiki River Catchment provisions

The Rangitāiki River Catchment policies and methods only apply to the Rangitāiki River Catchment area within the Bay of Plenty region identified in Map 4aa. These provisions should be read along with other region wide provisions. For clarification the following Rangitāiki River Catchment specific objectives shall prevail over the equivalent region wide objectives. Objective 39 prevails over Objective 22. Objective 34 prevails over Objective 27.

Policy RR 1B: Restoring and enhancing tuna (eel) habitat and migration pathways within the Rangitāiki River Catchment

Restoring and enhancing the habitat, migration pathways and population of tuna within the Rangitāiki River Catchment by:

- (a) Promoting a better understanding of tuna life cycles and the current state of tuna habitat within the catchment;
- (b) Working with river users to enhance tuna habitat and two-way migration pathways;
- (c) Requiring new structures to allow two-way tuna passage;
- (d) Requiring the modification of existing structures that inhibit tuna passage;
- (e) Where the modification of existing structures under (d) is not reasonably possible require mitigation measures to provide alternative means of two-way tuna passage;
- (f) Encouraging research into new and innovative methods of providing or enhancing tuna passage;
- (g) Investigating and introducing measures to improve the health of the tuna population.
- (h) Advocating for the restoration of wetlands, coastal lagoons and retired oxbows for tuna habitats; and
- (i) Advocating rāhui and restrictions on commercial harvesting of tuna.

Explanation

Tuna have a unique and important customary fishery status in the Rangitāiki River, representing the wealth of the people. Longfin tuna feature in local legends as the guardian of the resource and of its people.

Ensuring suitable tuna habitat exists within the catchment and providing for their natural lifecycle, including migration pathways, is essential for the survival of the species within the catchment.

The quality of tuna habitat within the Rangitāiki River Catchment has been degraded by a reduction in the quality and extent of riparian vegetation together with the impacts of increasing levels of nitrate and sediments on water quality.

Obstructions and structural modifications to waterways (such as dams or culverts) have affected the migratory pathways of tuna from the sea to the Rangitāiki River and back. As a result human intervention is required to enable tuna to complete their natural lifecycle.

Restoring habitat and two-way migration pathways for tuna, and improving the health of tuna populations, requires a range of measures and a collaborative effort involving iwi, industry, councils and the wider community. These measures include undertaking research to improve our understanding of the lifecycle of tuna within the Rangitāiki River Catchment, and the current state of the habitat and threats from activities such as point and non-point discharges, and land-use changes. Statutory and non-statutory processes will then be utilised to introduce measures to improve the health of the tuna population in the catchment.

Restoring and enhancing two-way migratory pathways requires new structures located in the bed of rivers to be designed to allow for tuna migration. Existing structures should be modified or adapted where necessary to restore two-way tuna passage access. The achievement of this outcome for all existing structures needs to be considered on a case by case basis. In considering whether the modification of existing structures is reasonably possible parties will have regard to a range of different factors, including but not limited to:

- Mātauranga Maori relevant to tuna restoration and enhancement;
- Whether the method will be effective in providing safe tuna passage;
- The structural integrity and operational purpose of the structure;

- The cost of implementing and maintaining the method (noting that this factor does not have primacy over any other factors).

There may be a range of potential options to incorporate tuna access in new and existing structures, particularly where these impede access to coastal lagoons and tributaries. Research into the development of new and innovative options that provide for two-way tuna migration is encouraged.

Protecting the habitat and migration pathways of tuna is one of the key strategic actions of the Rangitāiki River Document. The actions set out in Policy RR 1B will assist in achieving this outcome.

Measures such as rāhui and restrictions on commercial harvesting of tuna may also be effective in protecting and restoring the tuna population in the catchment.

Table reference: **Objective 32**, Methods 3, 26, 63, New Methods 23D, 23X, 23E, 23F, 23G and 75.

Policy RR 2B: Promoting the protection of indigenous vegetation and habitats within the Rangitāiki River Catchment

Promote the protection of areas of indigenous vegetation and habitats of indigenous fauna within the Rangitāiki River Catchment by:

- (a) Identifying and assessing existing areas of indigenous vegetation and habitats;
- (b) Prioritising the protection of wetland and riparian areas, in particular whitebait spawning sites;
- (c) Identifying which areas of indigenous vegetation and habitats of indigenous fauna will be prioritised for restoration, protection and enhancement;
- (d) Protecting remaining areas of indigenous vegetation and habitats from further degradation or fragmentation;
- (e) Promoting the use of locally sourced species for replanting;
- (f) Liaising with landowners to encourage protection and enhancement; and

- (g) Supporting non-regulatory initiatives for the restoration or enhancement of degraded habitats.

Explanation

Some of New Zealand's indigenous fauna is highly threatened, with some more sensitive freshwater and reptile species at risk of disappearing. The indigenous ecosystems within the Rangitāiki River Catchment support these threatened species, reduce rainfall runoff and provide carbon sinks.

The Rangitāiki River Catchment has experienced widespread changes in land use with the clearance of indigenous vegetation for forestry and pastoral grazing. The construction of hydro-electricity schemes, reticulated wastewater systems and flood protection works have also contributed to the significant change in the natural features and characteristics of the catchment.

These activities are an important economic driver for the region, however they have had an impact on the health of streams and rivers within the catchment.

There is a need to ensure that the remaining areas of indigenous vegetation within the catchment are retained and protected from further loss or degradation. This requires a systematic approach of identifying areas of remaining indigenous vegetation and ensuring they are protected. Wetland areas and riparian margins are particularly important habitats within the catchment and therefore should be given the highest priority for protection.

Opportunities for enhancing indigenous vegetation also needs to be considered and encouraged, this includes the use of non-regulatory tools.

Table reference: **Objective 33**, Methods 3, 26, 27, 39, 49, 55, 63 and 64, New Method 23H.

Policy RR 3B: Establishing water quality limits within the Rangitāiki River Catchment

Establish water quality limits for waterways within the Rangitāiki River Catchment through the Freshwater National Policy Statement framework to ensure wherever practicable water:

- (a) is safe for contact recreation;
- (b) is suitable for cultural ceremonies;
- (c) sustains customary food sources; and

- (d) provides safe drinking water sources where the water is used for that purpose.

Explanation

The Rangitāiki River Catchment community have observed a continuous decline in water quality and are fearful of further decline in the future. The Rangitāiki River Forum and communities within the catchment have strong values and expectations that water should be swimmable, abundant, suitable for ceremonies at places, and able to sustain customary food sources.

The ability to access safe drinking water within the catchment is important to the community. Registered water supplies in the catchment are afforded protection under the National Environmental Standard for Sources of Human Drinking Water Regulations 2007. The drinking water standards are high across a range of contaminants and it is unrealistic to expect these to be met in all parts of the Rangitāiki River and its tributaries.

Setting instream load limits for contaminants within the waterways at identified places, wherever practicable, will ensure the quality of water within the Rangitāiki River Catchment meets the community's aspirations.

Reference to the Freshwater National Policy Statement framework originates from Te Ara Whanui o Rangitāiki and means the National Policy Statement for Freshwater Management.

Table reference: Objective 34, Method 2 New Methods 23I, 23J, 23H, 23L and 76.

Policy RR 4B: Enabling the efficient use and development of resources within the Rangitāiki River Catchment

Enable the efficient use and development of resources within the environmental flows and/or levels and water quality limits of the Rangitāiki River Catchment while:

- (a) Having regard to the potential for significant economic, cultural and social benefits to communities within the catchment;
- (b) Avoiding, remedying or mitigating adverse effects that land use, discharges, damming, diversion and abstraction activities can have on water quality and quantity and on the beds and margins of waterbodies; and

- (c) Encouraging the use of new technology and innovation in improving environmental performance.

Explanation

The combination of hydro-electricity generation, rural production activities and manufacturing that supports rural production activities, makes the Rangitāiki River Catchment a significant economic driver for the region. These activities provide for the social and economic wellbeing of the community and should be enabled within sustainable limits.

A healthy catchment is needed to sustain communities and support the cultural, environmental and spiritual wellbeing of the local people.

Advances in technology and innovative land use practices have the potential to provide for more efficient resource use and sustainable growth and development, without resulting in adverse effects on indigenous vegetation and habitats or degrading the water quality. These opportunities should be identified and sustainable development using new technology and innovation should be enabled.

Table reference: Objective 35, Methods 2, 30 and 32.

Policy RR 5D: Encouraging the strengthening of relationships between communities and the Rangitāiki River Catchment

Encourage the strengthening of relationships between communities and the Rangitāiki River Catchment through:

- (a) Environmental education programmes for children; and
- (b) Community based environmental initiatives; and
- (c) Community-based activities that celebrate the values of the Rangitāiki River Catchment.

Explanation

Communities within the Rangitāiki River Catchment have seen the relationship between the people and the Rangitāiki River become increasingly distant. This is despite the fact that the river is one of the greatest taonga in the community. Much of the rich knowledge and history about the river is being gradually lost to its people.

Educating the community about the special values of the Rangitāiki River and the importance of revitalising their relationship with the river, will empower people to protect and enhance the quality of the river environment.

Table reference: **Objective 38**, Methods 23R and 23H, New Method 23H.

Table reference: **Objective 36**, New Methods 77 and 23M.

Policy RR 6C: Promote drainage and flood protection works that minimise adverse effects on amenity values and maintain and enhance the quality of the environment

Promote the use of design options and construction methodologies for drainage and flood protection works which minimise adverse effects on amenity values and maintain and enhance the quality of the environment within the Rangitāiki River Catchment.

Explanation

Existing drainage and flood protection works and related modifications to the Rangitāiki River have adversely affected amenity values and the quality of the environment.

A long-term strategic approach to managing flood protection works and providing land drainage benefits within the catchment is required. This approach needs to promote the importance of minimising adverse effects of any maintenance, upgrade or new proposed works on the amenity values and the maintenance and enhancement of the quality of the Rangitāiki River Catchment environment. Priority should be placed on minimising adverse effects on amenity values and maintaining and enhancing the quality of the environment from the outset of the project initiation phase to influence the selection of design options and construction methodologies.

3.2 Methods to implement policies

Table 4 Methods to implement policies.

Section 3.2: Methods to implement policies		Page no.
3.2.1: Directive methods		
Method 23D: Require structures to provide passage for tuna migration up and down the Rangitāiki River.		21
Method 23X: Consultation regarding tuna passage.		
Method 23E: Develop an action plan to provide passage for migrating tuna in the Rangitāiki River Catchment.		21
Method 23F: Support the use of rāhui to restrict harvesting of tuna in the Rangitāiki River Catchment.		21
Method 23G: Advocate the termination of commercial tuna harvesting with the Rangitāiki River Catchment.		21
Method 23H: Rangitāiki River Catchment Annual Work Programme.		21
Method 23I: Develop environmental flow, flow variability and water quality limits in the Rangitāiki River Catchment.		21
Method 23J: Develop strategies for managing wastewater and stormwater Rangitāiki River Catchment.		21
Method 23K: Identify key sources and locations of illegal refuse dumping in the Rangitāiki River Catchment.		22
Method 23L: Identify opportunities to restore water quality in the Rangitāiki River Catchment.		22
Method 23M: Establish cultural health indicators for the Rangitāiki River Catchment.		22
Method 23N: Develop protocols for recognising and exercising iwi and hapū mana including kaitiakitanga in the Rangitāiki River Catchment.		22
Method 23O: Support development of an inventory of information on tīkanga on waterways in the Rangitāiki River Catchment.		22
Method 23P: Develop a protocol for accessing, holding and using the wāhi tapu information in the Rangitāiki River Catchment.		22
Method 23Q: Support the development of sites and areas of cultural significance within the Rangitāiki River Catchment.		22
Method 23S: Remove or adapt structures impeding cultural and recreational access in the Rangitāiki River.		23
Method 23T: Retain and enhancing public and cultural access to and along rivers in the Rangitāiki River Catchment.		23
3.2.2: Guiding methods		23
Method 75: Promote measures to protect, monitor and understand tuna in the Rangitāiki River Catchment.		23
Method 76: Collaborate on actions to achieve the freshwater management objectives for the Rangitāiki River.		23
Method 77: Provide and support environmental education programmes within the Rangitāiki River Catchment.		24
Method 78: Promote information sharing between iwi, industry and the community in the Rangitāiki River Catchment.		24

3.2.1 Directive methods

Method 23D: Require structures to provide passage for tuna migration up and down the Rangitāiki River Catchment

Require the provision of safe and effective tuna passage for all new and existing structures (including culverts) where they impede tuna passage in the Rangitāiki River Catchment

Method 23X: Consultation regarding tuna passage

Consult with the Rangitāiki River Forum when considering whether or not the modification of existing structures is reasonably possible.

Implementation responsibility: Regional Council.

Method 23E: Develop an action plan to provide passage for migrating tuna in the Rangitāiki River Catchment

Develop an action plan in collaboration with iwi and hydro-electricity generators to provide two-way passage for migrating tuna including by:

- (a) Analysing and conducting research; and
- (b) Working with river users to address tuna passage.

Implementation responsibility: Regional Council.

Method 23F: Support the use of rāhui to restrict the harvesting of tuna in the Rangitāiki River Catchment

Support the use of rāhui as a measure to restrict the harvesting of tuna within the Rangitāiki River Catchment.

Implementation responsibility: Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities.

Method 23G: Advocate the termination of commercial tuna harvesting within the Rangitāiki River Catchment

Advocate to terminate commercial harvesting of tuna within the Rangitāiki River Catchment.

Implementation responsibility: Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities.

Method 23H: Rangitāiki River Catchment Annual Work Programme

Implement Policies RR 2B, MN 1B, MN 7B, MN 8B, MN 5B and MN 6B through the Rangitāiki River Catchment Annual Work Programme.

Implementation responsibility: Regional Council, Rangitāiki River Forum, Whakatane District Council and iwi authorities.

Method 23I: Develop environmental flows/levels, and water quality limits in the Rangitāiki River Catchment

Investigate and develop:

- (a) Environmental flows/levels and water quality limits in the Rangitāiki River Catchment in accordance with the National Policy Statement for Freshwater Management; and
- (b) Provisions for the management of flow variability in the Rangitāiki River Catchment.

Implementation responsibility: Regional Council.

Retain flow variability definition being: 'Flow variability means the range, frequency, duration and timing of flows in a river or stream.'

Method 23J: Develop strategies for managing wastewater and stormwater in the Rangitāiki River Catchment

In liaison with tangata whenua, local communities and affected industries develop and implement strategies for the enhanced treatment and disposal of wastewater and stormwater in the Rangitāiki River Catchment.

Implementation responsibility: District councils.

Method 23K: Identify key sources and locations of illegal refuse dumping in the Rangitāiki River Catchment

Identify key sources and locations of illegal refuse dumping in the Rangitāiki River Catchment and encourage better waste management within communities and industries.

Implementation responsibility: Regional Council and district councils.

Method 23L: Identify, forecast and assess emerging pressures on resources and opportunities to restore water quality in the Rangitāiki River Catchment

Identify, forecast and assess:

- (a) Future activities that will increase pressures on resources available in the Rangitāiki River Catchment; and
- (b) Opportunities for restoring water quality.

Implementation responsibility: Regional Council, district councils and iwi authorities.

Method 23M: Develop cultural health indicators for the Rangitāiki River Catchment

Develop cultural health indicators for the Rangitāiki, Whirinaki, Wheao and

Horomanga Rivers, which incorporates mātauranga Māori methods.

Implementation responsibility: Regional Council and iwi authorities.

Method 23N: Develop protocols for recognising and exercising iwi and hapū mana whenua including kaitiakitanga in the Rangitāiki River Catchment

Develop protocols to ensure the mana whenua of iwi and hapū in the Rangitāiki River Catchment is recognised through resource management decision-making processes to a level all parties agree meets the requirements of Objective 6 and Policy IW 5B.

Implementation responsibility: Regional Council, district councils and iwi authorities.

Method 23O: Support development of an inventory of information on tikanga on waterways in the Rangitāiki River Catchment

Support iwi to develop an inventory of information on tikanga associated with waterways in the Rangitāiki River Catchment.

Implementation responsibility: Regional Council, district councils and iwi authorities.

Method 23P: Develop a protocol for accessing, holding and using the wāhi tapu information in the Rangitāiki River Catchment

Work collaboratively in developing protocols to ensure wāhi tapu information can be managed, accessed and used in a culturally appropriate manner.

Implementation responsibility: Regional Council, district councils and iwi authorities.

Method 23Q: Develop geographic information sets for wāhi tapu and wāhi taonga sites within the Rangitāiki River Catchment

In cooperation with iwi, hapū and whanau develop geographic information sets for wāhi tapu and wāhi taonga within the Rangitāiki River Catchment which identify:

- (a) Publicly known cultural sites or areas with no access restrictions; and
- (b) Indicative areas to which access, holding and use protocols apply to ensure culturally appropriate handling of the information.

Implementation responsibility: Regional Council and iwi authorities.

Method 23S: Remove or adapt structures impeding cultural and recreational access in the Rangitāiki River Catchment

Where appropriate and in consultation with tangata whenua require:

- (a) The removal of structures (excluding existing lawfully established hydro-electric dams and power stations) that impede cultural and recreational access in the Rangitāiki River Catchment;
- (b) Where removal is impracticable, employ measures to adapt existing structures (including lawfully established hydro-electric dams and power stations) or provide alternative access points to minimise adverse effects on cultural and recreational access.

Implementation responsibility: Regional Council and iwi authorities.

Method 23T: Retain and enhance public and cultural access to and along rivers in the Rangitāiki River Catchment

Retain and enhance safe public and cultural access to and along rivers within the Rangitāiki River Catchment by:

- (a) Surveying and mapping existing access points, esplanade strip/reserves and marginal strips for recreation opportunities.
- (b) Identifying existing and new priority public and cultural access points, linkages, as well as areas and time periods where public access should be restricted.
- (c) Subject to (b) provide and maintain safe and identifiable public access points along the margin of the rivers in the Rangitāiki River Catchment.
- (d) Promoting the acquisition of esplanade reserves/strips and access strips for public access, recreation and conservation purposes.
- (e) Encouraging appropriate amenities (signage, interpretation, education and rubbish disposal).
- (f) Working with communities, landowners and industries to consider opportunities to create appropriate access, including vehicle, walking, bicycle and waka access to the river.

Implementation responsibility: Regional Council, district councils and iwi authorities.

3.2.2 Guiding methods

Method 75: Promote measures to protect and monitor tuna in the Rangitāiki River Catchment

Work with communities to protect, monitor, and promote a better understanding of tuna and their two-way migration in the Rangitāiki River Catchment, including ending longfin tuna commercial takes in the catchment.

Implementation responsibility: Regional Council and iwi authorities.

Method 76: Collaborate on actions to achieve the freshwater management objectives for the Rangitāiki River

Work collaboratively with stakeholders, including iwi and hapū, hydro-electricity generators, rural production, commercial and industrial sector groups on actions to achieve the freshwater management objectives for the Rangitāiki River.

Implementation responsibility: Regional Council.

Method 77: Provide and support environmental education programmes within the Rangitāiki River Catchment

Provide and support environmental education programmes within the Rangitāiki River Catchment, including:

- (a) Community based projects;
- (b) Supporting school education programmes;
- (c) Support connections with young people.

Implementation responsibility: Regional Council and district councils.

Method 78: Promote information sharing between iwi, industry and the community in the Rangitāiki River Catchment

Promote the sharing of social, cultural and environmental performance information between industry groups, iwi and local communities about matters affecting the health and wellbeing of the Rangitāiki River Catchment.

Implementation responsibility: Regional Council, district councils and iwi authorities.

4.2 Objectives, anticipated environmental results and monitoring indicators

Table 5 Objectives, anticipated environmental results (AER) and monitoring indicators.

Objectives	Anticipated environmental results (AER)	Monitoring indicators
Rangitāiki River		
Objective 32 The habitat and migration paths of tuna are restored and enhanced in the Rangitāiki River Catchment.	A healthy tuna population and structure within the Rangitāiki River.	Regular iwi perception surveys within the Rangitāiki River Catchment show iwi authorities agree the number and size of tuna within its rivers has increased. Tuna population within the Rangitāiki River has a healthy population structure. Two-way tuna migration pathway structures installed and working effectively on artificial man-made structures exceeding 4 m in height in the Rangitāiki River Catchment. Extent of tuna habitats including wetlands and ox-bows restored in the Rangitāiki River Catchment. Commercial tuna concessions either reduced or ceased in Rangitāiki River Catchment.
Objective 33 Habitats that support indigenous species and linkages between indigenous ecosystems within the Rangitāiki River Catchment are created, enhanced where degraded, and protected where significant.	Aquatic habitats (relative to their types and fish migration paths) are improved.	Net amount of indigenous ecosystems associated with the Rangitāiki River Catchment's fresh water resource increases. Macro-invertebrate diversity in rivers and lakes is maintained.
	Significant indigenous biological diversity and natural features values are protected and enhanced.	Identified significant natural areas on private land are under active management (for the purpose of their maintenances, restoration and rehabilitation).
	Degraded ecosystems, habitats, and biological communities are restored (if practical) and rehabilitated.	An observed increase in significant natural communities and habitats of indigenous flora, fauna and ecosystems in the Rangitāiki River Catchment.
	The extent of wetlands is maintained and enhanced.	Maintenance or improvement in the condition and extent of wetlands.
Objective 34 Water quality in the Rangitāiki River Catchment is maintained and improved where degraded.	The health of aquatic ecosystems is safeguarded.	Surveys of aquatic ecosystems show minimal adverse effects due to silt or sediment. Compliance monitoring of consented activities shows no contravention of earthwork related conditions.
	Water quality supports healthy aquatic ecosystems.	Macro-invertebrate diversity in rivers and lakes is maintained.

Objectives	Anticipated environmental results (AER)	Monitoring indicators
Rangitāiki River		
	The state of degraded water quality of rivers within the catchment is restored.	Water quality measured at monitoring stations within the Rangitāiki River Catchment meet regional plan water quality classification standards and criteria.
	Public health and safety (by providing potable water and managing sewage) is maintained.	Registered drinking-water supply catchments are protected from contamination and meet regional plan water classification standards and criteria.
Objective 35 The social and economic wellbeing of communities in the Rangitāiki River Catchment is enabled within the limits of the rivers and receiving environment.	Values of water (ecological, cultural, recreational, amenity and economic) within the Rangitāiki River Catchment are maintained.	River and Stream flows do not fall below their instream minimum flows due to abstraction of water. Groundwater allocation limits are not exceeded.
	Land use impacts are within the sustainable limits of the river (receiving aquatic environment).	Existing use and new land development aligns with that land's use capability. Compliance monitoring of consented activities shows no contravention of earthwork related conditions.
	Resources are used or allocated within their limits.	Discharges from land are within the assimilative capacity of their receiving environments
Objective 36 The relationship between communities and the Rangitāiki River Catchment is recognised and encouraged.	Communities in the catchment have strong and enduring relationships with the Rangitāiki River.	Regular community perception surveys within the Rangitāiki River Catchment show individuals and families have a strong and enduring relationship with the river.
Objective 37 Particular regard is had to the practice of kaitiakitanga in decision-making for the management of resources in the Rangitāiki River Catchment.	Cultural values and traditional relationships (including ancestral lands, water, sites, wahi tapu and other taonga) are consistently recognised and provided for in resource management decision-making.	Regular iwi perceptions surveys show iwi within the Rangitāiki River Catchment have a high degree of satisfaction that local authorities actively have regard to kaitiakitanga and take into account the Treaty of Waitangi principles in resource management decision-making processes.
	Stakeholders and iwi authorities are satisfied with their involvement in resource management decision-making. Local government and iwi authorities are engaged consistently and positively.	Positive trend in representation of tangata whenua within the Rangitāiki River Catchment on local authority resource management governance and decision making bodies. Regular iwi and stakeholder perceptions surveys show high levels of satisfaction with the provision of opportunities for their involvement in resource management decision making processes.

Objectives	Anticipated environmental results (AER)	Monitoring indicators
Rangitāiki River		
	Decision-making takes kaitiakitanga and the principles of the Treaty of Waitangi into account.	Section 32 reports for relevant plan changes show the Treaty of Waitangi principles and relevant iwi and hapū resource management plans have been taken into account.
Objective 38 The qualities and characteristics of areas and features that contribute to the amenity values and quality of the Rangitāiki River Catchment environment are maintained and enhanced where degraded.	Adverse effects on amenity values and the quality of the environment resulting from drainage and flood protection works are avoided, remedied or mitigated.	No loss of amenity values for areas and features affected by drainage and flood protection works within the Rangitāiki River Catchment.
Objective 39 Access to the Rangitāiki River and its tributaries is maintained and enhanced.	When subdividing, changing use and/or developing land, esplanade reserves or public rights are identified, acquired or enhanced.	Bay of Plenty Regional Council, Whakatāne and Taupō district councils document they have considered this objective in decisions on applications for subdivision, use or development affecting access to or along the Rangitāiki River.
	The level of public access to and along rivers is maintained or improved.	Increase in the number of formal public esplanade reserves and strips and public access ways to and along the Rangitāiki River.

APPENDIX 2

**Consent order - signed off by Judge Kirkpatrick 27
July 2018 resolving all appeal points**

BEFORE THE ENVIRONMENT COURT
I MUA I TE KOOTI TAIAO O AOTEAROA

IN THE MATTER	of the Resource Management Act 1991
AND	
IN THE MATTER	of appeals pursuant to clause 14 of Schedule 1 to the Act
BETWEEN	FEDERATED FARMERS OF NEW ZEALAND INCORPORATED (ENV-2017-AKL-000178)
AND	TRUSTPOWER LIMITED (ENV-2017-AKL-000179)
	Appellants
AND	BAY OF PLENTY REGIONAL COUNCIL
	Respondent

Environment Judge D A Kirkpatrick sitting alone under s 279 of the Act
In Chambers at Auckland

CONSENT ORDER

[A] Under s 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the appeals are allowed in part subject to the amendments set out in Annexure A to this order.
- (2) the appeals are otherwise dismissed.

[B] Under s 285 of the Resource Management Act 1991, there is no order as to costs.



REASONS

Introduction

- [1] This consent order relates to two appeals seeking relief in respect of decisions by the Bay of Plenty Regional Council on submissions to Proposed Change 3 (Rangitāiki River) to the Bay of Plenty Regional Policy Statement.
- [2] Federated Farmers sought the deletion of the provisions in Change 3 that relate to water management or alternatively, amendments to provisions in Change 3 (including RR3B and Method 23H) so that they are consistent with and achieve the purpose of Change 3, have particular regard to the River document, give effect to the NPS-FM, are consistent with the implementation programme and do not predetermine the processes for setting freshwater values, objectives and limits in the Rangitāiki River Catchment.
- [3] Trustpower sought relief in relation to the provisions relation to tuna passage, water quality and cultural and recreational access.
- [4] The parties have now reached agreement that will resolve the above relief and the both appeals in their entirety.
- [5] In making this order the Court has read and considered the appeal and the memorandum of the parties dated July 2018.
- [6] The following parties have given notice of interest in respect of these appeals and have signed the memorandum of the parties seeking this order:

- 6.1 Rangitāiki River Forum
- 6.2 Te Rūnanga o Ngāti Whare
- 6.3 Te Rūnanga o Ngāti Manawa
- 6.4 Te Rūnanga o Ngāti Awa
- 6.5 Federated Farmers of New Zealand Inc
- 6.6 Trustpower Limited



6.7 Rangitāiki Tarawera Rivers Scheme Liaison Group and Rivers and Drainage Staff

6.8 Galatea Murupara Irrigation Society

[7] The Court is making this order under s 279(1)(b) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to s 279. The Court understands for the present purposes that:

- (a) All parties to the proceedings with an interest in this Topic have executed the memorandum requesting this order;
- (b) All parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction, and conform to the relevant requirements and objectives of the Resource Management Act, including in particular Part 2.

Order

[8] Therefore, the Court orders by consent that the Bay of Plenty Policy Statement be amended as shown in underline (for additions) and ~~strike-through~~ (for deletions) in **Annexure A**.

[9] This consent order resolves both appeals in their entirety.

[10] There is no order as to costs in relation to this order.

DATED at Auckland this 27th day of July 2018



D A Kirkpatrick
Environment Judge



Annexure A



Part two

Resource management issues, objectives and summary of policies and methods to achieve the objectives of the Regional Policy Statement

Part two provides an overview of the regionally significant resource management issues, (including the issues of significance to iwi authorities) addressed by the Regional Policy Statement. They are addressed under the topic headings:

- Air quality
- Coastal environment
- Energy and infrastructure
- Geothermal resources
- Integrated resource management
- Iwi resource management
- Matters of national importance
- Urban and rural growth management
- Water quality and land use
- Water quantity
- Natural hazards
- Treaty Co-governance

Each topic includes a summary table showing all the objectives that relate to that topic and the titles of the policies and methods to achieve those objectives. The table also includes a reference to other policies that also need to be considered to gain an overview of the issue across the full scope of the Statement.



2.12 Treaty Co-governance

Treaty of Waitangi settlement legislation has resulted in the establishment of co-governance entities between iwi and local government.

The Bay of Plenty Regional Policy Statement is required to be amended to recognise and provide for the outcomes of statutory documents prepared under treaty settlement legislation. Those requirements may vary dependent on the legislation.

The purpose of this section is to fulfil the requirements of treaty settlement legislation in so far as it relates to the Regional Policy Statement. It is to be read in conjunction with the Treaty Co-governance Compendium Document, which is an important document that provides context for this section of the Regional Policy Statement, although it does not form part of the Regional Policy Statement. The Treaty Co-governance Compendium Document, which can be accessed at Council offices and on its website, includes a copy of Te Ara Whānui o Rangitāiki - Pathways of the Rangitāiki, the approved River document that was prepared under the treaty settlement legislation. That document includes detail of the historical association each iwi has to its ancestral awa and/or moana (waterbodies)

2.12.1 Rangitāiki River

The Ngati Manawa Claims Settlement Act 2012 and Ngati Whare Claims Settlement Act 2012 established the Rangitāiki River Forum (the Forum), with representation from local authorities (Whakatane District Council, Bay of Plenty Regional Council and Taupo District Council), Ngati Whare, Ngati Manawa, Ngati Awa and Ngati Tuwharetoa (Bay of Plenty) iwi.

The Forum developed the Rangitāiki River document ([Te Ara Whānui o Rangitāiki – Pathways of the Rangitāiki](#)).

The Bay of Plenty Regional Policy Statement must recognise and provide for the vision, objectives and desired outcomes of the Rangitāiki River document.

The vision for the Rangitāiki River is 'a healthy river, valued by the community, protected for future generations. Tihe Mauri ora.' 'E ora ana te mauri o te awa o Rangitāiki, e manaakitia ana e te iwi, e tiakina ana mo ngā whakatipuranga o muri mai. Tihe Mauri Ora.'

The Rangitāiki River and its tributaries have played an important role in the lives of the many Bay Plenty hapu and iwi that live alongside

them. As kaitiaki, hapu and iwi traditionally carried the responsibility of ensuring the health and wellbeing of the Rangitāiki River and its resources, for the benefit of present and future generations.

2.12.2 Significant Issues affecting the Rangitāiki River Catchment

1. The Rangitāiki River is no longer providing an abundance of food

The Rangitāiki River and its tributaries have historically provided a highly valued tuna fishery which sustained the way of life of local people for generations.

Widespread land use changes within the Rangitāiki River catchment have resulted in a decrease in the numbers of freshwater fish (ikawai) such as the native tuna (kuwharuwharu) and whitebait species (Inanga, Banded Kokopu and Giant Kokopu). The clearance of indigenous vegetation for plantation forestry, pasture, and urbanisation together with the establishment and maintenance of hydro-electrical power generation schemes, flood protection schemes, large irrigation schemes and factories have reduced water quality, riparian margins, indigenous fish habitats and restricted indigenous fish passage. The introduction of trout species has also contributed to the reduction in numbers of indigenous fish species within the catchment.

Numbers of tuna in the Rangitāiki River catchment are declining due to a range of causes, including the commercial harvest of tuna and the establishment and maintenance of flood protection schemes.

2. Water quality is not always good enough for swimming or drinking

In general, water quality within the Rangitāiki River catchment ranges from fair to excellent. However monitoring results are showing high concentrations of bacteria and Nitrogen in parts of the catchment and trends of decreasing water quality. These changes affect the suitability of waterways within the catchment for contact recreation and in certain areas used as sources for safe drinking water. Water quality degradation is affected by a range of land uses and land management practices in the catchment.

3. The special qualities and mauri (life force) of the Rangitāiki River needs to be restored to ensure it can be used for holding rituals and ceremonies



The Rangitāiki River and its tributaries are a taonga of great cultural significance and a key source of spiritual and material wellbeing. The degradation of the Rangitāiki River has reduced its spiritual values and compromised the ability of iwi to exercise kaitiakitanga (stewardship) and conduct their tikanga (customs) and kawa (ceremonies).

4. There is a need to rebuild the strong relationships that people once had with the Rangitāiki River

The interactions between the river and its people have become restricted as the community aspirations for the Rangitāiki River have dwindled. There is an opportunity for young people in particular to learn more about how the river contributes to their environmental, cultural and spiritual wellbeing, and how to look after it.

5. Activities in the Rangitāiki River catchment have degraded its amenity values and quality of the environment

Many of the activities established within the Rangitāiki River catchment within the last century have changed the natural pattern of the Rangitāiki River and have degraded its amenity values, quality of the environment, natural features and characteristics.

Applying the Rangitāiki River catchment provisions

The Rangitāiki River catchment objectives, policies and methods, set out in Table 12, only apply to the Rangitāiki River catchment area within the Bay of Plenty region identified in Map 4aa. These provisions should be read along with other region wide provisions. For clarification the following Rangitāiki River catchment specific objectives shall prevail over the equivalent region wide objectives. Objective 39 prevails over Objective 22. Objective 34 prevails over Objective 27.



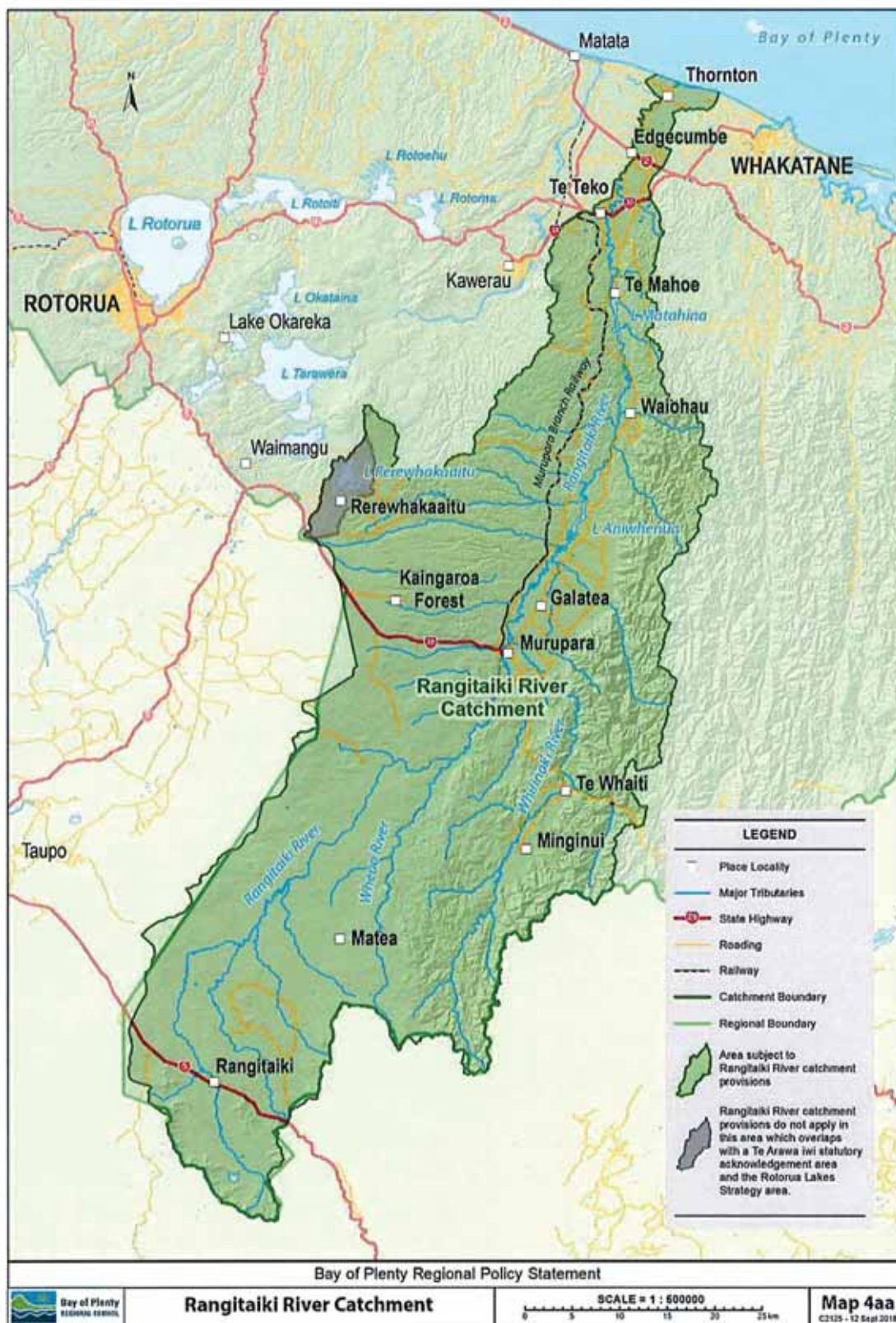


Table 12 Rangitāiki River objectives and titles of policies and methods to achieve the objectives

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
<p>Objective 32 <u>The habitat and migration paths of tuna are restored and enhanced in the Rangitāiki River catchment</u> <u>Tuna within the Rangitāiki catchment are protected, through measures including enhancement and restoration of their habitat and migration paths.</u></p>	<p>Policy RR 1B: <u>Protecting and</u> <u>Restoring and enhancing</u> tuna habitat and migration pathways</p>		Method 23D: Require structures to provide passage for tuna migration up and down the Rangitāiki River	Regional council	21
			<u>Method 23X: Consultation regarding tuna passage</u>	<u>Regional Council</u>	
			Method 23E: Develop an action plan to provide passage for migrating tuna in the Rangitāiki River catchment	Regional Council	21
			Method 23F: Support the use of rāhui to restrict harvesting of tuna in the Rangitāiki River catchment	Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities	21
			Method 23G: Advocate the termination of commercial tuna harvesting within the Rangitāiki River catchment	Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities	21
			Method 75: Promote measures to protect, monitor and understand tuna in the Rangitāiki River catchment	Regional council and iwi authorities	23
			Method 3: <u>Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans</u>	Regional Council and district councils	29
			Method 26: <u>Facilitate and support community based ecological restoration programmes</u>	Regional Council and district councils	31

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
			Method 63: Provide and support environmental education programmes	Regional Council and district councils	34
	Policy MN 2B: Giving particular consideration to protecting significant indigenous habitats and ecosystems		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans	Regional Council and district councils	29
	Policy MN 4B: Encouraging ecological restoration		Method 26: Facilitate and support community based ecological restoration programmes	Regional Council and district councils	31
			Method 27: Provide information about sustainable land management practices	Regional Council and district councils	31
			Method 39: Promote coordination among conservation management agencies	Regional Council and district councils	32
			Method 49: Improve biodiversity values of open spaces	Regional Council and district councils	33
			Method 55: Identify priority ecological corridors and buffers	Regional Council and district councils	33
			Method 64: Encourage agencies and landowners to protect key sites	Regional Council and district councils	34
			Method 65: Advocate to establish reserves	Regional Council and district councils	34
Objective 33 Habitats that support indigenous species and linkages between indigenous ecosystems within the Rangitāiki River catchment are created, enhanced where degraded, and	Policy RR 2B: Promoting the protection of indigenous vegetation and habitats within the Rangitāiki River catchment		Method 23H: Rangitāiki River Catchment Annual Work Programme	Regional Council, district councils and iwi authorities	21
			Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans	Regional Council and district councils	29
			Method 26: Facilitate and support community based ecological restoration programmes	Regional Council and district councils	31

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
protected significant where			Method 27: Provide information about sustainable land management practices	Regional Council and district councils	31
			Method 39: Promote coordination among conservation management agencies	Regional Council and district councils	32
			Method 49: Improve biodiversity values of open spaces	Regional Council and district councils	33
			Method 55: Identify priority ecological corridors and buffers	Regional Council and district councils	33
			Method 63: Provide and support environmental education programmes	Regional Council and district councils	34
			Method 64: Encourage agencies and landowners to protect key sites	Regional Council and district councils	34
	Policy MN 2B: Giving particular consideration to protecting significant indigenous habitats and ecosystems Policy MN 4B: Encouraging ecological restoration		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans	Regional Council and district councils	29
			Method 26: Facilitate and support community based ecological restoration programmes	Regional Council and district councils	31
			Method 27: Provide information about sustainable land management practices	Regional Council and district councils	31
			Method 39: Promote coordination among conservation management agencies	Regional Council and district councils	32
			Method 49: Improve biodiversity values of open spaces	Regional Council and district councils	33
			Method 55: Identify priority ecological corridors and buffers	Regional Council and district councils	33
			Method 64: Encourage agencies and landowners to protect key sites	Regional Council and district councils	34



Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
Objective 34 Water quality in the Rangitāiki River catchment is maintained and improved where degraded	Policy RR 3B: Establishing water quality limits within the Rangitāiki River catchment		Method 65: Advocate to establish reserves	Regional Council and district councils	34
			Method 23I: Develop environmental flows/levels, flow variability and water quality limits in the Rangitāiki River catchment	Regional Council	21
			Method 23J: Develop strategies for managing water, wastewater and stormwater	District council	21
			Method 2: Regional plan implementation	Regional Council	
			Method 23K: Identify key sources and locations of illegal refuse dumping in the Rangitāiki River catchment	Regional Council and district councils	23
Objective 35 The social economic and cultural wellbeing of communities in the Rangitāiki River catchment is enabled within the limits of the rivers and receiving environment	Policy RR 4B: Enabling the efficient use and development of resources Policy WQ 2A: Setting and applying instream flows and allocation limits for taking freshwater Policy WQ 3B: Allocating water		Method 23H: Rangitāiki River Catchment Annual Work Programme	Regional Council, district councils and iwi authorities	24
			Method 23L: Identify forecast and assess emerging pressures on resources and opportunities to restore water quality in the Rangitāiki River catchment	Regional Council, district councils and iwi authorities	22
			Method 2: Regional plan implementation	Regional Council	29
			Method 30: Research and monitor water allocation and abstraction	Regional Council	32
			Method 32: Prepare and provide information to reduce water demand	Regional Council	32
			Method 76: Collaborate on actions to achieve a healthy Rangitāiki River	Regional Council	23
			Method 2: Regional Plan implementation	Regional Council	29
			Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans	Regional Council and district council	29

Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
			Method 30: Research and monitor water allocation and abstraction	Regional Council	32
			Method 23I: Develop environmental flows/levels, flow variability and water quality limits in the Rangitāiki River catchment	Regional Council	21
			Method 23M: Establish cultural health indicators for the Rangitāiki River Catchment	Regional Council and district councils	22
Objective 36 The relationship between communities and the Rangitāiki River catchment is recognised and encouraged	Policy RR 5D: Encouraging the strengthening of relationships between communities and the Rangitāiki River		Method 77: Provide and support environmental education programmes within the Rangitāiki River catchment	Regional Council and district councils	24
			Method 23M: Establish cultural health indicators for the Rangitāiki River catchment	Regional Council and iwi authorities	22
Objective 37 The practice of kaitiakitanga in decision-making is recognised and provided for when managing ancestral lands, water, sites, wāhi tapu and other taonga in the Rangitāiki River catchment	Policy IW 2B: Recognising matters of significance to Māori Policy IW 6B: Encouraging tangata whenua to identify measures to avoid, remedy or mitigate adverse cultural effects		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans Method 11: Recognise statutory acknowledgement areas Method 12: Take into account iwi and hapū resource management plans in assessments of environmental effects	Regional Council and district councils Regional Council and district councils Regional Council and district councils	29 29 29
			Method 41: Promote consultation with potentially affected tangata whenua	Regional Council and district councils	32
			Method 42: Evaluate matters of significance to tangata whenua	Regional Council and district councils	32
			Method 43: Promote the enhancement of mauri	Regional Council and district councils	32



Objectives	Policy titles	Page no.	Method titles	Implementation	Page no.
			Method 46: Consider the necessity of consulting potentially affected tangata whenua during consent processing	Regional Council and district councils	33
			Method 48: Consider appointing pūkenga to hearing committees	Regional Council and district councils	33
			Method 64: Encourage agencies and landowners to protect key sites	Regional Council and district councils	34
			Method 78: Promote information sharing between iwi, industry and the community in the Rangitāiki River catchment	Regional Council, district councils and iwi authorities	24
	Policy IW 5B: Adverse effects on matters of significance to Maori		Method 23N: Develop protocols for recognising and exercising iwi and hapū mana including kaitiakitanga in the Rangitāiki River catchment	Regional Council, district councils and iwi authorities	30
			Method 23O: Support development of an inventory of information on tikanga on waterways in the Rangitāiki River catchment	Regional Council, district councils and iwi authorities	30
			Method 23P: Develop a protocol for accessing, holding and using the wāhi tapu information	Regional Council, district councils and iwi authorities	30
			Method 23Q: Support the development of sites and areas of cultural significance within the Rangitāiki River catchment	Regional Council and iwi authorities	29
			Method 78: Promote information sharing between iwi, industry and the community in the Rangitāiki River catchment	Regional Council, district councils and iwi authorities	24



Objective 38 The qualities and characteristics of areas and features that contribute to the amenity values and quality of the Rangitāiki catchment environment are maintained and enhanced where degraded	Policy RR 6C: Promote drainage and flood protection works that minimise adverse effects on amenity values		Method 23H: Rangitāiki River Catchment Annual Work Programme Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans Method 11: Recognise statutory acknowledgement areas	Regional Council, district councils and iwi authorities	21
Objective 39 Access to the Rangitāiki River and its tributaries is maintained and enhanced	Policy MN 5B: Encouraging public access to and along the coast, lakes and rivers Policy MN 6B: Restricting public access to and along the coast, lakes and rivers		Method 3: Resource consents, notices of requirement and when changing, varying, reviewing or replacing plans Method 23T: Retain and enhance public and cultural access to and along the Rangitāiki River Method 23S: Remove or adapt structures impeding cultural and recreational access in the Rangitāiki River Method 23H: Rangitāiki River Catchment Annual Work Programme Method 11: Recognise statutory acknowledgement areas Method 64: Encourage agencies and landowners to protect key sites Method 65: Advocate to establish reserves	Regional Council and district councils Regional Council, district councils and iwi authorities Regional Council and district councils Regional Council, district councils and iwi authorities Regional Council and district councils Regional Council, district councils and iwi authorities Regional Council and district councils Regional Council and district councils Regional Council and district councils	29 23 23 21 29 34 34

Part three

Policies and methods

Part three presents the policies and methods that, when implemented, will achieve the objectives of this Statement and address the regionally significant resource management issues (including the issues of significance to iwi authorities). The resource management issues and objectives are presented in the previous part two under topic headings.

Part three is divided into two sections. The first contains the policies and the second sets out the methods.

Within the first section, policies are grouped according to the topic under which the policy was originally drafted and are identified as follows:

AQ = Air Quality
 CE = Coastal Environment
 EI = Energy and Infrastructure
 GR = Geothermal Resources
 IR = Integrated Resource Management
 IW = Iwi Resource Management
 MN = Matters of National Importance
 UG = Urban and Rural Growth Management
 WL = Water Quality and Land Use
 WQ = Water Quantity
 NH = Natural Hazards
 RR = Rangitāiki River

Within these topic groups the letter following the policy number further divides policies into four types as outlined below.

(a) Policies giving direction to regional and district plans

Broad policies that must be given effect by regional or district plans (in accordance with sections 67(3) and 75(3)(c) of the Act) as set out in methods of implementation 1 and 2. These policies are identified by the letter A after the main policy number e.g. CE 3A. NB: while these policies are primarily expressed through plans, in some cases 'A' type policies may also be relevant to the assessment of resource consent applications and notices of requirement. The A policies that must be considered in the assessment of resource consent applications and notices of requirement are listed in Method 3.

(b) Specific directive policies for resource consents, regional and district plans, and notices of requirement.



These policies are identified by the letter B after the main policy number e.g. CE 7B. These are specific policies that:

- must be given effect by regional or district plans (in accordance with sections 67(3)(c) and 75(3)(c) of the Act) as set out in methods of implementation 1 and 2;
- consent authorities must have regard to, where relevant, when considering applications for resource consent and any submissions received (in accordance with section 104(1)(b)(iv) of the Act); and
- territorial authorities must have particular regard to, where relevant, when considering requirements for designations or heritage orders and any submissions received (in accordance with sections 171(1)(a)(iii) and 191(1)(d) of the Act).

NB: in some cases these policies may also be linked to Methods 1 and/or 2 to ensure they are given effect to as soon as practicable by regional and/or district plans.

(c) Policies that allocate responsibilities

These policies allocate the responsibilities for land-use controls for hazardous substances and indigenous biodiversity between the Bay of Plenty Regional Council and the region's city and district councils. These policies are identified by the letter C after the main policy number e.g. IR 7C.

(d) Guiding policies

These are guiding policies that outline actions to help achieve the objectives. These policies are identified by the letter D after the main policy number e.g. IW 8D.

The second section sets out the methods for implementing the policies. There are two main groups of methods:

- Directive methods to implement policies identified above as either #A, #B, or #C.
- Methods that implement the guiding policies (identified above as #D) or that support the delivery of the other policies.

Directive methods used to implement most policies are Methods 1, 2 and 3. Method 3 requires that policies shall be given effect to when preparing, changing, varying, reviewing or replacing a regional or district plan, and had regard to when considering a resource consent or notice of requirement. While Method 3 is most commonly used to implement 'B' type policies, in some cases (where listed in Method 3) it may be linked to 'A' type policies which are applicable to the assessment of resource consent applications and notices of requirement. Similarly Methods 1 and/or 2 are primarily used to implement 'A' type policies in regional and district plans but in some cases (where listed in Methods 1 and 2) these policies may also be linked to 'B' type policies to ensure they are given effect to as soon as practicable by the relevant plans. The policies linked to and intended to be implemented by Methods 1, 2 and 3 are identified in the beginning of Section 3.2.1 'Directive methods'.

A summary table is provided at the beginning of part three in which the policy titles are provided. The titles serve only as a guide, as the policies are not reproduced in full within the summary table.

In a box following each of the policies, is a cross reference to pertinent objectives and methods. These must be read in association with each policy, to appreciate the relationships between these policies and methods.



3.1 Policies

Table 2 Policy name and page number

Policy title	Page no.
Rangitāiki River Catchment	
Specific directive policies for plans and consents	
Policy RR 1B: Protecting and r Restoring and enhancing tuna (eel) habitat and migration pathways within the Rangitāiki River catchment	16
Policy RR 2B: Promoting the protection of indigenous vegetation and habitats within the Rangitāiki River catchment	17
Policy RR 3B: Establishing water quality limits within the Rangitāiki River catchment	17
Policy RR 4B: Enabling the efficient use and development of resources within the Rangitāiki River catchment	18
Guiding Policy	
Policy RR 5D: Encouraging the strengthening of relationships between communities and the Rangitāiki River	18
Policy RR 6C: Promote drainage and flood protection works that minimise adverse effects on amenity values	18



Rangitāiki River Catchment Policies

Applying the Rangitāiki River catchment provisions

The Rangitāiki River catchment policies and methods only apply to the Rangitāiki River catchment area within the Bay of Plenty region identified in Map 4aa. These provisions should be read along with other region wide provisions. For clarification the following Rangitāiki River catchment specific objectives shall prevail over the equivalent region wide objectives. Objective 39 prevails over Objective 22. Objective 34 prevails over Objective 27.

Policy RR 1B: Protecting and restoring and enhancing tuna (eel) habitat and migration pathways within the Rangitāiki River catchment

Protect and Restoring and enhancing restore the habitat, migration pathways and population of tuna within the Rangitāiki River catchment by:

- (a) Promoting a better understanding of tuna life cycles and the current state of tuna habitat within the catchment;
- (b) Working with river users to enhance tuna habitat and two-way migration pathways;
- (c) Requiring new structures to allow two-way tuna passage;
- (d) Requiring the modification of existing structures that inhibit tuna passage;
- (e) Where the modification of existing structures under (d) is not reasonably possible require mitigation measures to provide alternative means of two-way tuna passage;
- (f) Encouraging research into new and innovative methods of providing or enhancing tuna passage;
- (g) Investigating and introducing measures to improve the health of the tuna population.
- (h) Advocating for the restoration of wetlands, coastal lagoons and retired oxbows for tuna habitats; and
- (i) Advocating rāhui and restrictions on commercial harvesting of tuna.

Explanation

Tuna have a unique and important customary fishery status in the Rangitāiki River, representing the wealth of the people. Longfin tuna feature in local legends as the guardian of the resource and of its people.

Ensuring suitable tuna habitat exists within the catchment and providing for their natural lifecycle, including migration pathways, is essential for the survival of the species within the catchment.

The quality of tuna habitat within the Rangitāiki River catchment has been degraded by a reduction in the quality and extent of riparian vegetation together with the impacts of increasing levels of nitrate and sediments on water quality.

Obstructions and structural modifications to waterways (such as dams or culverts) have affected the migratory pathways of tuna from the sea to the Rangitāiki River and back. As a result human intervention is required to enable tuna to complete their natural lifecycle.

Restoring habitat and two-way migration pathways for tuna, and improving the health of tuna populations, requires a range of measures and a collaborative effort involving iwi, industry, councils and the wider community. These measures include undertaking research to improve our understanding of the lifecycle of tuna within the Rangitāiki River catchment, and the current state of the habitat and threats from activities such as point and non-point discharges, and land-use changes. Statutory and non-statutory processes will then be utilised to introduce measures to improve the health of the tuna population in the catchment.

Protecting—Restoring and enhancing two-way migratory pathways requires new structures located in the bed of rivers to be designed to allow for tuna migration. Existing structures should be modified or adapted where necessary to restore two-way tuna passage access. The achievement of this outcome for all existing structures needs to be considered on a case by case basis. In considering whether the modification of existing structures is reasonably possible parties will have regard to a range of different factors, including but not limited to:

- Mātauranga Maori relevant to tuna restoration and enhancement;
- Whether the method will be effective in providing safe tuna passage;
- The structural integrity and operational purpose of the structure;



- The cost of implementing and maintaining the method (noting that this factor does not have primacy over any other factors).

There may be a range of potential options to incorporate tuna access in new and existing structures, particularly where these impede access to coastal lagoons and tributaries. Research into the development of new and innovative options that provide for two-way tuna migration is encouraged.

Protecting the habitat and migration pathways of tuna is one of the key strategic actions of the Rangitāiki River Document. The actions set out in Policy RR 1B will assist in achieving this outcome.

Measures such as rāhui and restrictions on commercial harvesting of tuna may also be effective in protecting and restoring the tuna population in the catchment.

Table reference: **Objective 32**, Methods 3, 26, 63, New Methods 23D, 23X, 23E, 23F, 23G and 75

Policy RR 2B: Promoting the protection of indigenous vegetation and habitats within the Rangitāiki River catchment

Promote the protection of areas of indigenous vegetation and habitats of indigenous fauna within the Rangitāiki River catchment by:

- Identifying and assessing existing areas of indigenous vegetation and habitats;
- Prioritising the protection of wetland and riparian areas, in particular whitebait spawning sites;
- Identifying which areas of indigenous vegetation and habitats of indigenous fauna will be prioritised for restoration, protection and enhancement;
- Protecting remaining areas of indigenous vegetation and habitats from further degradation or fragmentation;
- Promoting the use of locally sourced species for replanting;
- Liaising with landowners to encourage protection and enhancement; and
- Supporting non-regulatory initiatives for the restoration or enhancement of degraded habitats.

Explanation

Some of New Zealand's indigenous fauna is highly threatened, with some more sensitive freshwater and reptile species at risk of disappearing. The indigenous ecosystems within the Rangitāiki River catchment support these threatened species, reduce rainfall runoff and provide carbon sinks.

The Rangitāiki River catchment has experienced widespread changes in land use with the clearance of indigenous vegetation for forestry and pastoral grazing. The construction of hydro-electricity schemes, reticulated wastewater systems and flood protection works have also contributed to the significant change in the natural features and characteristics of the catchment.

These activities are an important economic driver for the region, however they have had an impact on the health of streams and rivers within the catchment.

There is a need to ensure that the remaining areas of indigenous vegetation within the catchment are retained and protected from further loss or degradation. This requires a systematic approach of identifying areas of remaining indigenous vegetation and ensuring they are protected. Wetland areas and riparian margins are particularly important habitats within the catchment and therefore should be given the highest priority for protection.

Opportunities for enhancing indigenous vegetation also needs to be considered and encouraged, this includes the use of non-regulatory tools.

Table reference: **Objective 33**, Methods 3, 26, 27, 39, 49, 55, 63 and 64, New Method 23H

Policy RR 3B: Establishing water quality limits within the Rangitāiki River catchment

Establish water quality limits for waterways within the Rangitāiki River catchment through the Freshwater National Policy Statement framework to ensure wherever practicable water:

- is safe for contact recreation;
- is suitable for cultural ceremonies;
- sustains customary food sources; and
- provides safe drinking water sources where the water is used for that purpose.

Explanation

The Rangitāiki River catchment community have observed a continuous decline in water quality and are fearful of further decline in the future. The Rangitāiki River Forum and communities within the catchment have strong values and expectations that water should be swimmable, abundant, suitable for ceremonies at places, and able to sustain customary food sources.

The ability to access safe drinking water within the catchment is important to the community. Registered water supplies in the catchment are afforded protection under the National Environmental Standard for Sources of Human Drinking Water Regulations 2007. The drinking water standards are high across a range of contaminants and it is unrealistic to expect these to be met in all parts of the Rangitāiki River and its tributaries.

Setting instream load limits for contaminants within the waterways at identified places, wherever practicable, will ensure the quality of water within the Rangitāiki River catchment meets the community's aspirations.

Reference to the Freshwater National Policy Statement framework originates from Te Ara Whanui o Rangitāiki and means the National Policy Statement for Freshwater Management.

Table reference: Objective 34, Method 2 New Methods 23I, 23J, 23H, 23L and 76

Policy RR 4B: Enabling the efficient use and development of resources within the Rangitāiki River catchment

Enable the efficient use and development of resources within the environmental flows and/or levels and water quality limits of the Rangitāiki River catchment while:

- (a) Having regard to the potential for significant economic, cultural and social benefits to communities within the catchment;
- (b) Avoiding, remedying or mitigating adverse effects that land use, discharges, damming, diversion and abstraction activities can have on water quality and quantity and on the beds and margins of waterbodies; and
- (c) Encouraging the use of new technology and innovation in improving environmental performance.

Explanation

The combination of hydro-electricity generation, rural production activities and manufacturing that supports rural production activities, makes the Rangitāiki River catchment a significant economic driver for the region. These activities provide for the social and economic wellbeing of the community and should be enabled within sustainable limits.

A healthy catchment is needed to sustain communities and support the cultural, environmental and spiritual wellbeing of the local people.

Advances in technology and innovative land use practices have the potential to provide for more efficient resource use and sustainable growth and development, without resulting in adverse effects on indigenous vegetation and habitats or degrading the water quality. These opportunities should be identified and sustainable development using new technology and innovation should be enabled.

Table reference: Objective 35, Methods 2, 30 and 32

Policy RR 5D: Encouraging the strengthening of relationships between communities and the Rangitāiki River catchment

Encourage the strengthening of relationships between communities and the Rangitāiki River catchment through:

- (a) Environmental education programmes for children; and
- (b) Community based environmental initiatives; and
- (c) Community-based activities that celebrate the values of the Rangitāiki River catchment.

Explanation

Communities within the Rangitāiki River catchment have seen the relationship between the people and the Rangitāiki River become increasingly distant. This is despite the fact that the river is one of the greatest taonga in the community. Much of the rich knowledge and history about the river is being gradually lost to its people.



Educating the community about the special values of the Rangitāiki River and the importance of revitalising their relationship with the river, will empower people to protect and enhance the quality of the river environment.

Table reference: **Objective 36**, New Methods 77 and 23M

Policy RR 6C: Promote drainage and flood protection works that minimise adverse effects on amenity values and maintain and enhance the quality of the environment

Promote the use of design options and construction methodologies for drainage and flood protection works which minimise adverse effects on amenity values and maintain and enhance the quality of the environment within the Rangitāiki River catchment.

Explanation

Existing drainage and flood protection works and related modifications to the Rangitāiki River have adversely affected amenity values and the quality of the environment.

A long-term strategic approach to managing flood protection works and providing land drainage benefits within the catchment is required. This approach needs to promote the importance of minimising adverse effects of any maintenance, upgrade or new proposed works on the amenity values and the maintenance and enhancement of the quality of the Rangitāiki River catchment environment. Priority should be placed on minimising adverse effects on amenity values and maintaining and enhancing the quality of the environment from the outset of the project initiation phase to influence the selection of design options and construction methodologies.

Table reference: **Objective 38**, Methods 3, 11 and New Method 23H



3.2 Methods to implement policies

Table 4 Methods to implement policies

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3.2.1 Directive methods

Method 23D: Require structures to provide passage for tuna migration up and down the Rangitāiki River catchment

Require the provision of safe and effective tuna passage for all new and existing structures (including culverts) where they impede tuna passage in the Rangitāiki River catchment

Method 23X: Consultation regarding tuna passage

Consult with the Rangitāiki River Forum when considering whether or not the modification of existing structures is reasonably possible.

Implementation Responsibility: Regional Council

Method 23E: Develop an action plan to provide passage for migrating tuna in the Rangitāiki River catchment

Develop an action plan in collaboration with iwi and hydro-electricity generators to provide two-way passage for migrating tuna including by:

- (a) Analysing and conducting research; and
- (b) Working with river users to address tuna passage.

Implementation responsibility: Regional Council.

Method 23F: Support the use of rāhui to restrict the harvesting of tuna in the Rangitāiki River catchment

Support the use of rāhui as a measure to restrict the harvesting of tuna within the Rangitāiki River catchment.

Implementation responsibility: Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities

Method 23G: Advocate the termination of commercial tuna

harvesting within the Rangitāiki River catchment

Advocate to terminate commercial harvesting of tuna within the Rangitāiki River catchment.

Implementation responsibility: Regional Council, district councils, Department of Conservation, Ministry for Primary Industries and iwi authorities

Method 23H: Rangitāiki River Catchment Annual Work Programme

Implement Policies RR 2B, RR-3B, MN 1B, MN 7B, MN 8B, MN 5B and MN 6B through the Rangitāiki River catchment Annual Work Programme.

Implementation responsibility: Regional Council, Rangitāiki River Forum, Whakatane District Council and iwi authorities.

Method 23I: Develop environmental flows/levels, flow variability and water quality limits in the Rangitāiki River catchment

Investigate and develop:

- (a) Environmental flows/levels, flow variability and water quality limits in the Rangitāiki River catchment in accordance with the National Policy Statement for Freshwater Management; and
- (b) Provisions for the management of flow variability in the Rangitāiki River catchment.

Implementation responsibility: Regional Council

'Flow variability means the range, frequency, duration and timing of flows in a river or stream.'

Method 23J: Develop strategies for managing wastewater and stormwater in the Rangitāiki River catchment

In liaison with tangata whenua, local communities and affected industries develop and implement strategies for the enhanced treatment and disposal of



wastewater and stormwater in the Rangitāiki River catchment.

Implementation responsibility: District councils

Method 23K: Identify key sources and locations of illegal refuse dumping in the Rangitāiki River catchment

Identify key sources and locations of illegal refuse dumping in the Rangitāiki River catchment and encourage better waste management within communities and industries

Implementation responsibility: Regional Council and district councils.

Method 23L: Identify, forecast and assess emerging pressures on resources and opportunities to restore water quality in the Rangitāiki River catchment

Identify, forecast and assess:

- (a) Future activities that will increase pressures on resources available in the Rangitāiki River catchment; and
- (b) Opportunities and targets for restoring water quality.

Implementation responsibility: Regional Council, district councils and iwi authorities

Method 23M: Develop cultural health indicators for the Rangitāiki River Catchment

Develop cultural health indicators for the Rangitāiki, Whirinaki, Wheao and Horomanga Rivers, which incorporates mātauranga Māori methods.

Implementation responsibility: Regional Council and iwi authorities

Method 23N: Develop protocols for recognising and exercising iwi and hapū mana whenua including kaitiakitanga in the

Rangitāiki River catchment

Develop protocols to ensure the mana whenua of iwi and hapū in the Rangitāiki River catchment is recognised through resource management decision making processes to a level all parties agree meets the requirements of Objective 6 and Policy IW 5B.

Implementation responsibility: Regional Council, district councils and iwi authorities

Method 23O: Support development of an inventory of information on tīkanga on waterways in the Rangitāiki River catchment

Support iwi to develop an inventory of information on tīkanga associated with waterways in the Rangitāiki River catchment

Implementation responsibility: Regional Council, district councils and iwi authorities

Method 23P: Develop a protocol for accessing, holding and using the wāhi tapu information in the Rangitāiki River catchment

Work collaboratively in developing protocols to ensure wāhi tapu information can be managed, accessed and used in a culturally appropriate manner.

Implementation responsibility: Regional Council, district councils and iwi authorities.

Method 23Q: Develop geographic information sets for wāhi tapu and wāhi taonga sites within the Rangitāiki River catchment

In co-operation with iwi, hapū and whanau develop geographic information sets for wāhi tapu and wāhi taonga within the Rangitāiki River catchment which identify:



- (a) Publicly known cultural sites or areas with no access restrictions; and
- (b) Indicative areas to which access, holding and use protocols apply to ensure culturally appropriate handling of the information.

Implementation responsibility: Regional Council and iwi authorities

Method 23S: Remove or adapt structures impeding cultural and recreational access in the Rangitāiki River catchment

Where appropriate and in consultation with tangata whenua require:

- (a) The removal of structures (excluding existing lawfully established hydro-electric dams and power stations) that impede cultural and recreational access in the Rangitāiki River catchment;
- (b) Where removal is impracticable, employ measures to adapt existing structures (including lawfully established hydro-electric dams and power stations) or provide alternative access points to minimise adverse effects on cultural and recreational access.

Implementation responsibility: Regional Council and iwi authorities

Method 23T: Retain and enhance public and cultural access to and along rivers in the Rangitāiki River catchment

Retain and enhance safe public and cultural access to and along rivers within the Rangitāiki River catchment by:

- (a) Surveying and mapping existing access points, esplanade strip/reserves and marginal strips for recreation opportunities.
- (b) Identifying existing and new priority public and cultural access points, linkages, as well as areas and time periods where public access should be restricted.

- (c) Subject to (b) provide and maintain safe and identifiable public access points along the margin of the rivers in the Rangitāiki River catchment.
- (d) Promoting the acquisition of esplanade reserves/strips and access strips for public access, recreation and conservation purposes.
- (e) Encouraging appropriate amenities (signage, interpretation, education and rubbish disposal).
- (f) Working with communities, landowners and industries to consider opportunities to create appropriate access, including vehicle, walking, bicycle and waka access to the river.

Implementation responsibility: Regional Council, district councils and iwi authorities

3.2.2 Guiding methods

Method 75: Promote measures to protect and monitor tuna in the Rangitāiki River catchment

Work with communities to protect, monitor, and promote a better understanding of tuna and their two-way migration in the Rangitāiki River catchment, including ending longfin tuna commercial takes in the catchment.

Implementation responsibility: Regional Council and iwi authorities

Method 76: Collaborate on actions to achieve the freshwater management objectives for the Rangitāiki River

Work collaboratively with stakeholders, including iwi and hapū, hydro-electricity generators, rural production, commercial and industrial sector groups on actions to achieve the freshwater management objectives for the Rangitāiki River.

Implementation responsibility: Regional Council

Method 77: Provide and support environmental education programmes within the



**Rangitāiki River
catchment**

Provide and support environmental education programmes within the Rangitāiki River catchment, including:

- (a) Community based projects;
- (b) Supporting school education programmes;
- (c) Support connections with young people.

Implementation responsibility: Regional Council and district councils.

**Method 78: Promote information
sharing between iwi,
industry and the
community in the
Rangitāiki River
catchment**

Promote the sharing of social, cultural and environmental performance information between industry groups, iwi and local communities about matters affecting the health and wellbeing of the Rangitāiki River catchment.

Implementation responsibility: Regional Council, district councils and iwi authorities



4.2 Objectives, anticipated environmental results and monitoring indicators

Table 5 Objectives, anticipated environmental results (AER) and monitoring indicators



Objectives	Anticipated environmental results (AER)	Monitoring indicators
Rangitāiki River		
Objective 32 The habitat and migration paths of tuna are restored and enhanced in the Rangitāiki River catchment Tuna within the Rangitāiki catchment are protected, through measures including enhancement and restoration of their habitat and migration paths.	A healthy tuna population and structure within the Rangitāiki River	Regular iwi perception surveys within the Rangitāiki River catchment show iwi authorities agree the number and size of tuna within its rivers has increased Tuna population within the Rangitāiki River has a healthy population structure Two-way tuna migration pathway structures installed and working effectively on artificial man made structures exceeding 4 m in height in the Rangitāiki River catchment Extent of tuna habitats including wetlands and ox-bows restored in the Rangitāiki River catchment Commercial tuna concessions either reduced or ceased in Rangitāiki River catchment
Objective 33 Habitats that support indigenous species and linkages between indigenous ecosystems within the Rangitāiki River catchment are created, enhanced where degraded, and protected where significant	Aquatic habitats (relative to their types and fish migration paths) are improved	Net amount of indigenous ecosystems associated with the Rangitāiki River catchment's fresh water resource increases Macro-invertebrate diversity in rivers and lakes is maintained
	Significant indigenous biological diversity and natural features values are protected and enhanced	Identified significant natural areas on private land are under active management (for the purpose of their maintenances, restoration and rehabilitation)
	Degraded ecosystems, habitats, and biological communities are restored (if practical) and rehabilitated	An observed increase in significant natural communities and habitats of indigenous flora, fauna and ecosystems in the Rangitāiki River catchment
	The extent of wetlands is maintained and enhanced.	Maintenance or improvement in the condition and extent of wetlands
Objective 34 Water quality in the Rangitāiki River catchment is maintained and improved where degraded	The health of aquatic ecosystems is safeguarded.	Surveys of aquatic ecosystems show minimal adverse effects due to silt or sediment Compliance monitoring of consented activities shows no contravention of earthwork related conditions
	Water quality supports healthy aquatic ecosystems	Macro-invertebrate diversity in rivers and lakes is maintained

	The state of degraded water quality of rivers within the catchment is restored	Water quality measured at monitoring stations within the Rangitāiki River catchment meet regional plan water quality classification standards and criteria
	Public health and safety (by providing potable water and managing sewage) is maintained	Registered drinking-water supply catchments are protected from contamination and meet regional plan water classification standards and criteria
	Values of water (ecological, cultural, recreational, amenity and economic) within the Rangitāiki River catchment are maintained	River and Stream flows do not fall below their instream minimum flows due to abstraction of water
	Land use impacts are within the sustainable limits of the river (receiving aquatic environment)	Groundwater allocation limits are not exceeded
	Resources are used or allocated within their limits	Existing use and new land development aligns with that land's use capability
	Communities in the catchment have strong and enduring relationships with the Rangitāiki River	Compliance monitoring of consented activities shows no contravention of earthwork related conditions
	Cultural values and traditional relationships (including ancestral lands, water, sites, wahi tapu and other taonga) are consistently recognised and provided for in resource management decision-making	Discharges from land are within the assimilative capacity of their receiving environments
Objective 35 The social and economic wellbeing of communities in the Rangitāiki River catchment is enabled within the limits of the rivers and receiving environment		Regular community perception surveys within the Rangitāiki River catchment show individuals and families have a strong and enduring relationship with the river
Objective 36 The relationship between communities and the Rangitāiki River catchment is recognised and encouraged		Regular iwi perceptions surveys show iwi within the Rangitāiki River catchment have a high degree of satisfaction that local authorities actively have regard to kaitiakitanga and take into account the Treaty of Waitangi principles in resource management decision making processes
Objective 37 Particular regard is had to the practice of kaitiakitanga in decision-making for the		



management of resources in the Rangitāiki River catchment	Stakeholders and iwi authorities are satisfied with their involvement in resource management decision-making Local government and iwi authorities are engaged consistently and positively	Positive trend in representation of tangata whenua within the Rangitāiki River catchment on local authority resource management governance and decision making bodies Regular iwi and stakeholder perceptions surveys show high levels of satisfaction with the provision of opportunities for their involvement in resource management decision making processes
Objective 38 The qualities and characteristics of areas and features that contribute to the amenity values and quality of the Rangitāiki River catchment environment are maintained and enhanced where degraded	Decision-making takes kaitiakitanga and the principles of the Treaty of Waitangi into account Adverse effects on amenity values and the quality of the environment resulting from drainage and flood protection works are avoided, remedied or mitigated.	Section 32 reports for relevant plan changes show the Treaty of Waitangi principles and relevant iwi and hapū resource management plans have been taken into account No loss of amenity values for areas and features affected by drainage and flood protection works within the Rangitāiki River catchment
Objective 39 Access to the Rangitāiki River and its tributaries is maintained and enhanced	When subdividing, changing use and/or developing land, esplanade reserves or public rights are identified, acquired or enhanced. The level of public access to and along rivers is maintained or improved.	Bay of Plenty Regional Council, Whakatāne and Taupō District Councils document they have considered this objective in decisions on applications for subdivision, use or development affecting access to or along the Rangitāiki River Increase in the number of formal public esplanade reserves and strips and public accessways to and along the Rangitāiki River



APPENDIX 3

Schedule of minor errors in the Bay of Plenty Regional Policy Statement, 17 August 2018 pdf version

Schedule of minor errors in the Bay of Plenty Regional Policy Statement to be corrected under clause 20A of Schedule 1 to the RMA, 17 August 2018

Provision reference	Correction	Reason
Part One Page 1. First sentence refers to 'Proposed Regional Policy Statement'.	Delete 'Proposed' from sentence.	The RPS is operative so reference to 'Proposed' is not correct.
Policy NH 6B	The comma after "12A" should be removed to read: "Policies NH 3B, NH 4B, NH 5B and NH 12A do not apply ...".	The list of policies is the subject of the verb "do not apply". The subject should not be separated from the verb by a comma.
Footnote to Policy NH 14C	Footnote refers to section 10(4). It should be 10(1).	Footnote refers to wrong subsection of the RMA.
Policy CE 7B explanation text needs correcting to align with Environment Court decisions on mangrove management	<p>Explanation</p> <p>Mangroves are indigenous plants and can play an important role in the natural character of coastal ecosystems by contributing to natural character, enhancing water quality, protecting coastal margins from erosion, and providing habitat for coastal flora and fauna within the intertidal zone.....</p> <p>A range of drivers have been identified as contributing to the expansion of mangroves seaward of the intertidal zone in Tauranga and Ōhiwa harbours including climate change, accelerated sedimentation and increased nutrient supply. Policy CE 7B provides for decisions regarding mangrove management to be made on a case-by-case basis taking into account both the adverse effects of mangrove expansion, the ecological values of mangrove communities, and the effects of mangrove removal on the environment.</p>	Wording in operative RPS does not accurately reflect the Environment Court decision amending this policy.
Appendix B – High quality urban design principles	Principle 1 – fourth bullet spelling error 'agging' should be corrected to ageing'.	Spelling error.

Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Namouta Poutasi, Acting General Manager, Strategy & Science

The Proposed Regional Pest Management Plan

Executive Summary

This report presents the *Proposed Regional Pest Management Plan* for approval to be notified. The report summarises the work undertaken to date to prepare the Proposed Plan and how this work meets the requirements of the Biosecurity Act. A supporting document, *Regional Pest Management Plan for the Bay of Plenty Region: Meeting the Biosecurity Act requirements*, contains the detail on how the legislative requirements have been met and the rationale for which pests are included.

Approval on ways consultation is to be undertaken is also required. This report includes both a consultation and engagement plan as well as a proposed approach to see the Proposed Regional Pest Management Plan through to being operative.

A range of Council activities contribute towards managing pests. The Proposed RPMP only represents the regulatory component of Council's biosecurity activity. It is only one tool in the toolbox that contributes towards Council's pest management strategic direction.

Recommendations

That the Regional Council:

- 1** Receives the report, *The Proposed Regional Pest Management Plan*;
- 2** Approves the *Proposed Regional Pest Management Plan* for notification on 25 September 2018.
- 3** Delegates to the General Manager, Strategy and Science the authority to approve any minor changes, including grammatical and formatting, to the Proposed Regional Pest Management Plan prior to its release for notification.
- 4** Notes the accompanying report *Regional Pest Management Plan for the Bay of Plenty Region: Meeting the Biosecurity Act requirements* supports the Proposed Regional Pest Management Plan.
- 5** Is satisfied the requirements of Section 70 of the Biosecurity Act have been complied with.

- 6 Approves the Proposed Regional Pest Management Plan consultation approach to be undertaken as required by section 72(5) of the Biosecurity Act (see section 5 of this Report).**
- 7 Approves the alternative approach to summarising submissions and formal hearings involving staff discussions with submitters, providing recommendations to Council on how to address submission points and proposing amendments to the Proposed Regional Pest Management Plan.**

1 Purpose

The purpose of this report is twofold:

- Firstly, this report is seeking Council approval to notify the *Proposed Regional Pest Management Plan*.
- Secondly, this report is seeking approval on ways consultation will be undertaken.

The power to make, review, amend or revoke a plan can't be delegated from Council. Notification of this Regional Pest Management Plan signifies the initiation of a review. Also Council cannot delegate decision making on how consultation will be undertaken.

2 Context

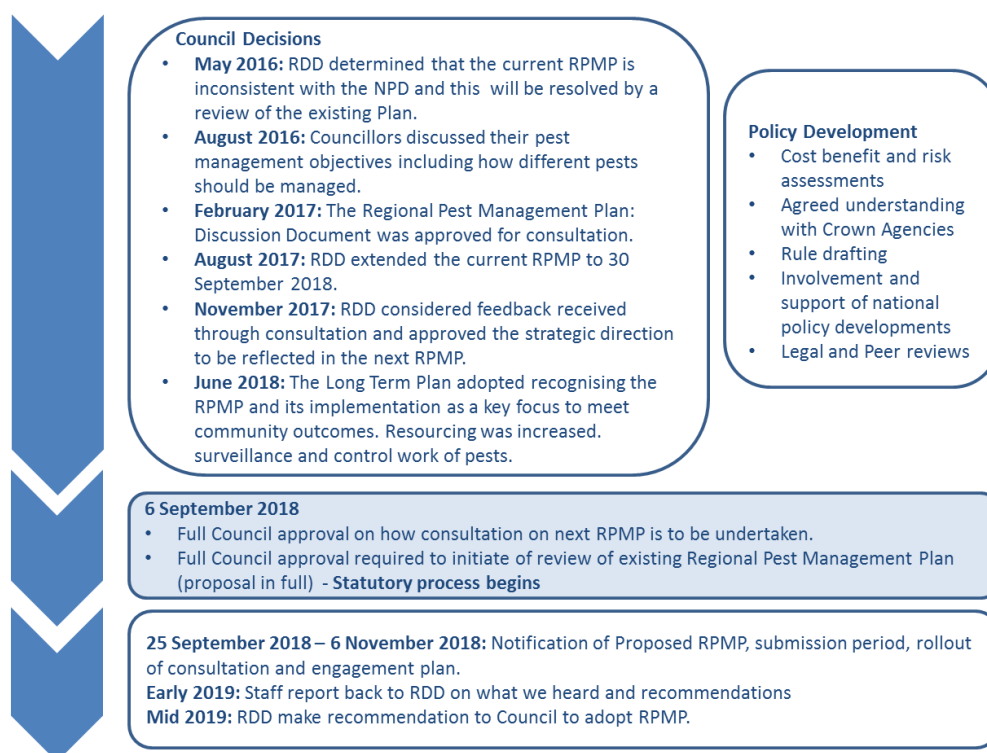
The Biosecurity Act 1993 requires regional councils to 'provide regional leadership in pest management'. The Regional Pest Management Plan (RPMP) for the Bay of Plenty 2011-2016 is the key policy document to direct the management of pests in the Bay of Plenty region.

This current RPMP ceases to have effect on 30 September 2018 unless the next RPMP is proposed before that date. Without an operative RPMP, there would be implications for compliance and enforcement action Council can take or is taking on pest management¹.

The Proposed RPMP (provided as a supporting document) sets out what pests need to be managed, what level of management is required and who is responsible for pest management. There are now several, specific regulatory tests that must be met for a pest to be included in a Proposed RPMP including comprehensive cost benefit assessments. Section 3.1 of this Report addresses this point.

Specific pest issues are not covered in this report as they have been considered throughout the policy development process. Council, including through delegation to its committees, has made a number of decisions in support the development of this Proposed RPMP. The following diagram summarises these decisions and the next policy development steps.

¹ This report recommends the notification date of 25 September as Council prefers to notify on Tuesdays to align with most newspapers in the region.



2.1 The Proposed RPMP is part of the pest management toolbox

Pests affect the whole region in a number of ways – they adversely affect environmental values, primary production and even our enjoyment of where we live.

A range of Council activities contribute towards managing pests. The Proposed RPMP only represents the regulatory component of Council's biosecurity activity. It is only one tool in the toolbox.

A large number of well-established pests cannot be technically defined as pests under the Biosecurity Act as they do not meet the legislative thresholds. However this does not mean Council steps away from managing these pests. Likewise, innovative approaches to manage pests do not form part of the Proposed RPMP.

The strategic direction section of the Proposed RPMP identifies how Council will address the issue of "non-regulatory" pests and how new innovative ways to manage pests will be addressed operationally as they arise over time. Although this material is not required content in the RPMP, the strategic direction has been included to show the place of regulation amongst other Council activities to manage all pests.

The Strategic Direction section sets out Council's overall biosecurity objectives and aspirations as follows:

- Prevent pests entering and establishing in the Bay of Plenty.
- Manage pests when it is practical and cost effective to do so, using Council's regulatory and/or operational roles.
- Support the efforts of landowners/occupiers and communities to manage established pests and prevent pest spread.

- Work in partnership with other parties that have pest management responsibilities and interests.

Council is required to produce an Operational Plan to show how its RPMP will be delivered. Development and review of the Operational Plan will address any changes in funding or service delivery (that might come through an Annual Planning process) or emerging innovative approaches proving useful to address pest management issues. Changes to the Proposed RPMP would only be required if there was a need for a new or amended rule. For example, the Tauranga Moana Biosecurity Capital project is an example of a community engagement initiative that fully meets Council's strategic direction for pest management. However, bringing this project to fruition does not create any need to change the content of the Proposed RPMP.

3 Development of the RPMP

Since the existing RPMP was adopted in 2011, there have been changes to:

- the legislative framework that sets out how the RPMP is developed; and
- the distribution and presence of pest species in the Bay of Plenty.

The Proposed RPMP must be consistent with the National Policy Direction for Pest Management 2015 (NPD). Therefore key changes in developing the RPMP to address existing inconsistencies include:

- Objectives must follow a prescribed content
- Management outcomes must align with one of 5 programmes: Exclusion, Eradication, Progressive Containment, Sustained Control or Site Led
- Benefits and costs must be analysed in a prescribed manner and must be documented.

Although, the NPD includes provision for good neighbour rules and site-led rules, previous reports to Council have outlined potential complications and ambiguities in utilising these provisions. In response, alternative approaches have been agreed to manage high value sites and boundary control issues with Crown Agencies.

A nationally consistent template for Regional Pest Management Plans has been developed by regional councils. This template meets all requirements of the Biosecurity Act, aligns with the NPD and will ensure a consistent approach to pest management between regions. This Proposed RPMP has been developed using this template and peer reviewed by colleagues from adjoining councils.

The view of staff is that the Proposed RPMP and supporting evidence meets the requirements of the Biosecurity Act and the NPD for the development of a Proposed RPMP particularly in relation to the following matters.

3.1 Cost benefit assessment

To meet the requirements of the Biosecurity Act as noted above, a large amount of work has been undertaken to support the development of this Proposed RPMP for notification. In particular significant cost benefit and risk assessment is needed to meet NPD requirements. The results of this analysis are documented in the accompanying report *Regional Pest Management Plan for the Bay of Plenty Region: Meeting the Biosecurity Act requirements 2018, Part One* (available on Stellar library).

These assessments are significant as ultimately they determine which pests are included in the Proposed RPMP. Under the Biosecurity Act, a pest can only be included if the benefits to manage the pest outweigh the costs to manage the pest.

One practical application of the regulatory framework is that a large number of well-established pests – where Council provides management advice but does not require or do action - cannot now be technically defined as pests under the Biosecurity Act. Council's role in the management of these pests, although not regulatory, is supported in Council's Strategic Direction (see pages 1-2 of the Proposed RPMP).

3.2 Allocation of costs

Under the Biosecurity Act, Council must be satisfied there will be adequate funding to implement the RPMP for at least 5 years. Through recent Long Term Plan (LTP) processes, Council increased its biosecurity resources to provide additional awareness, surveillance and pest control work.

The NPD requires in depth consideration of who should bear the costs and a methodology for reaching decisions on cost allocation. The thinking behind the allocation of costs is documented in *Regional Pest Management Plan for the Bay of Plenty Region: Meeting the Biosecurity Act requirements (Part Two)*.

The funding of the implementation of this Plan is generally from a region-wide general rate set and assessed under the Local Government (Rating) Act 2002.

Occupiers will incur costs to meet rule requirements.

3.3 Consultation: What we have done to date

Section 72 of the Biosecurity Act sets out consultation requirements for making an RPMP. Council must be satisfied Ministers, local authorities and persons who may be affected by the Plan along with tangata whenua have been consulted. Staff consider this requirement has been complied with up to this point. Further consultation undertaken after notification (see section 5 of this report) will ensure Council meets its consultation obligations.

Following a Council workshop in 2016, staff contacted a range of key stakeholders and invited them to discuss any pest issues they may have. At these meetings staff shared Council's early thinking on our future pest management approach. Staff used feedback through these meetings to help shape the Regional Pest Management Plan: Discussion Document.

The Discussion Document was used as the basis for consultation in March - April 2017 and was developed to canvas community feedback on how pests are managed in this region and inform development of the next Regional Pest Management Plan.

Staff heard community views through written feedback, phone calls, conversations with landowners and through additional meetings as requested by stakeholders during the consultation period. In addition, pest management was the topic for last year's Youth Jam (a Council-led youth initiative) and a youth perspective on pest management was obtained through this two day event.

Working with those who have pest management interests and responsibilities

Since the focused consultation period closed, staff have met with interested parties throughout the policy development process including KVH, Regional Aquaculture Organisation, Department of Conservation, Fish and Game and Federated Farmers.

A report to Council's Regional Direction and Delivery Committee at its 9 August meeting provided an update on national biosecurity initiatives Council is involved with including the Kauri Dieback programme, raising awareness on wallabies and the 'Tauranga Moana – Biosecurity Capital' project arising from New Zealand Biosecurity Strategy – Biosecurity 2025.

Memoranda of Understanding have been agreed between Council and Crown Agencies (NZTA and DOC). These memoranda confirm the intent of these Crown Agencies to manage pests on lands they administer or manage. (Copies of these memoranda will be available at the Council meeting). LINZ has also confirmed its pest management intent and continues to work with Council to manage aquatic pests in the Rotorua lakes.

Working with Maori

An issue across all levels of policy development is how can Council be satisfied it has undertaken meaningful engagement with Maori. There is no one answer to this question. How we work with Māori is an important part of our engagement approach.

The Biosecurity Act requires Council to be satisfied, amongst other things, that the tangata whenua of the area who may be affected by the plan were consulted through iwi authorities and tribal runanga.

Following good practice staff have already consulted and engaged through the Discussion Document and contact with iwi authorities. This consultation will be built on into the next phase. Staff will continue to make themselves available to any Maori group that would like to discuss pest management. Staff have used the following forums to further engage with Māori in the lead up to RPMP notification.

- Paper to Komiti Maori inviting feedback on ways to consult (2 August 2018)
- E-panui (June 2018)
- Follow up meetings with Māori who have asked for ongoing conversations (Te Uru Taumatua, Te Arawa, Ngāti Ranginui and individual)

4 The Proposed RPMP itself

4.1 Key features of Proposed RPMP

- Council's strategic direction to manage pests is included at the front of the Proposed RPMP. This strategic direction sets out Council's overall biosecurity objectives and aspirations. This strategic direction recognises there are a range

of Council activities that contribute towards pest management. The Proposed RPMP supports some of these activities through regulatory provisions.

- The Proposed RPMP includes 55 pests. The entire list of pests and their programmes is set out on Table 1, pages 21-23, of the Proposed RPMP. 13 pests are split across the region into different programmes and therefore included more than once as a pest. 15 species are listed as Exclusion pests, 19 species as Eradication pests, 27 species as Progressive Containment pests and 11 species as Sustained Control pests.
- There has been a change in pest management programmes for a number of pests that reflects changes in pest distributions and the ability to manage them (including regulatory requirements and technical practicality).
- All pests listed in the Proposed RPMP are subject to generic rules that manage human actions that distribute, move and spread pests within the region and restricts human intervention that may support pest populations.
- There are no rules specific to the Exclusion and Eradication programmes. Council will lead the management of these pests and the cost of managing these pests generally falls to the regional ratepayers.
- There are rules for Progressive Containment and Sustained Control that will require action from landowners and occupiers.

4.2 The Proposed RPMP Rule

The Proposed RPMP has a relatively small number of rules that are supported by a substantial amount of technical information. This information is necessary to describe the pest and its relationship to programmes in some detail.

There are two types of rules:

1. Rules relating to pests with specific programmes (Rules 1 to 5)
2. Generic rules relating to all pests in all programmes (Rules 6 to 9)

Staff are mindful of the volume of technical material in the Proposed RPMP and will ensure a user friendly format on its website which will guide plan users to parts of the RPMP that are relevant to them.

The general application of the rule framework is:

- A table describing the pests within a programme
- The management regime for that programme including who is responsible for management of that pest and Council's role
- A table containing rules that are applicable to the pests in the programme
- Maps for the pests in programme if relevant. (Specific maps are used if the rules are only applying to part of the region. If there is no specific map the application is to the "whole region").

The following table shows which Proposed RPMP tables apply to which programmes:

Table 1: Programmes linked to Proposed RPMP rule framework

Programme	Pest Table	Management Regime	Rules Table
Exclusion	Table 2, Page 27	Table 3, Page 36	N/A
Eradication	Table 4, Page 37	Table 5, Page 47	N/A
Progressive Containment	Table 6, Page 48	Table 7, Page 63	Table 8, Page 64
Sustained Control	Table 9, Page 66	Table 10, Page 74	Table 11, Page 75

5 Consultation Requirements

Under the Biosecurity Act (as required by section 72(5) Council cannot delegate the approval of the ways consultation on the Proposed RPMP is to be undertaken. Therefore this section contains the consultation plan for a Proposed RPMP for approval by Council.

5.1 Proposed RPMP Consultation: What we are going to do to engage with our community

The consultation undertaken to date, is sufficient to propose a plan under sections 70 and 105D of the Biosecurity Act, but further consultation on the proposed plan is appropriate at this stage because persons likely to be substantially affected by the Proposed Regional Pest Management Plan have not yet been consulted on the full detail of the proposed plan.

Staff are proposing a consultation and engagement plan that will be rolled out with formal notification – See Table 2. The aims of consultation and engagement at this notification stage is to raise the profile of the RPMP as the key policy document guiding pest management in our region, encouraging submissions and working collaboratively with others who have pest management responsibilities and interests (as per Councils' pest management Strategic Direction).

Table 2: Ways consultation on the Proposed RPMP is to be undertaken

Aims of engagement (Why?)	<ul style="list-style-type: none"> • Everyone is informed about the purpose of an RPMP • Everyone knows they have the opportunity to submit • Everyone understands what may be required from them once the RPMP comes into effect • Everyone understands their role in pest management and how their role contributes to regional pest management • To identify community perspectives of pest management • To fulfil legislative and Treaty obligations
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Stakeholders (Who)	Engagement tools (How?)
Crown agencies – DOC, NZTA, LINZ (those who manage land in our region)	<ul style="list-style-type: none"> • Letter to relevant Crown Agencies • MOUs with Crown Agencies (NZTA and DOC)*
Local authorities / adjoining regional councils	<ul style="list-style-type: none"> • Invitation from Council to meet and discuss • Use established contacts to disseminate to Council colleagues
MPI / other ministers / National pest management working groups E.g. Central North Island Wilding Conifer Group, Top of the North	<ul style="list-style-type: none"> • Invitation from Council to meet and discuss • Continue to participate in collaborative working groups*
Māori	<ul style="list-style-type: none"> • Ongoing conversations with Māori* • Use Trust administrators to spread the word* • Invitation to those on our Māori Contacts database to meet and discuss using preferred forum eg hui, drop-in, • Komiti Māori / E-panui*
Key industries – Aquaculture NZ, Kiwifruit Vine Health, Horticulture NZ, Port of Tauranga, Federated Farmers, Dairy NZ, Beef and Lamb, Forestry industry	<ul style="list-style-type: none"> • Ongoing conversations with key industries* • Invitation from Council to meet and discuss before and after formal notification*
Rural support / Fish and Game/ Environmental Groups	<ul style="list-style-type: none"> • Use established groups to spread the word • Email those on our Contacts database • Staff available to discuss*
The regional community including: <ul style="list-style-type: none"> • Owner and occupiers • Recreationalists • Previous submitters 	<ul style="list-style-type: none"> • Public Notices / Media Release / Website / Social Media • Email those on our Contacts database • Summary document available • Copies of RPMP in libraries • Staff available to discuss*
*Indicates processes already undertaken or in progress	

6 Implications for Māori

One specific purpose of an RPMP under the Biosecurity Act is to provide for the protection of the relationship between Māori and their ancestral lands, waters, sites, wāhi tapu, and taonga, and to protect those aspects from the adverse effects of pests. Māori involvement in biosecurity is an important part of exercising kaitiakitanga. Māori also carry out significant pest management through their primary sector economic interests and as land managers (for example, biodiversity protection initiatives).

The LGA requires Council to recognise and respect the Crown's responsibilities under the Tiriti o Waitangi - Treaty of Waitangi. It also requires councils to maintain and improve opportunities for Māori to contribute to decision-making processes. This includes considering ways to help Māori to contribute. These responsibilities and requirements were met while preparing this plan and will continue after it takes effect.

Council actively sought feedback from Maori through the development of this RPMP to fully understand implications for Māori. Echoed through feedback received and Iwi Management Plans are some insightful implications of pest management for iwi:

- Effective pest management is essential to protect Maori values and high value conservation areas.
- Iwi want to be involved in pest management including appropriate notification of pest threats and pest control operations.
- Legacy pest issues should be acknowledged when requiring pest management.
- Support for pathway management approach, particularly in respect of the threat of wallabies (and other pests) where they are at risk of invading high value conservation areas.
- Potential to combine recreation interests with pest control (e.g. hunting)
- Support for pest control initiatives on Maori land
- Environmentally friendly pest management
- Potential for iwi to provide pest management services.

Council's pest management strategic direction embraces engagement with Māori stakeholders at both the strategic and operational level of plan implementation. Working with Maori is discussed further in Section 5 of this report.

7 Next steps

7.1 Consideration of Submissions

Staff recommend a submission period of 6 weeks following notification, 25 September – 6 November 2018.

Last time Council made a Regional Pest Management Plan, it was required to hold a Board of Inquiry to consider submissions. Legislative changes no longer require a Board of Inquiry but there is an obligation for Council to set out its reason for accepting or rejecting submissions and giving those decisions to each submitter (section 75(2), Biosecurity Act).

Council's standard process to consider submissions is to summarise submissions, prepare a staff report and then convene a Hearings Panel providing submitters an opportunity to talk to their submission. We anticipate most submissions will be operational in nature and on this basis staff propose the following approach:

- All submitters are contacted by staff and each submission point discussed either in person or over the phone. This also provides an opportunity to provide context and explain the RPMP
- Staff provide proposed responses to submissions and recommended amendments to the draft RPMP in a report to Regional Direction and Delivery Committee (RDD)
- RDD considers officer report and makes recommendations to Regional Council

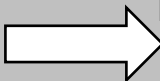
- Regional Council considers recommendations and adopts the RPMP
- Staff respond back to submitters on submission points.

7.2 Council decision points

Putting this Proposed RPMP into effect, requires consecutive, sequential steps as set out in the Biosecurity Act (sections 70 to 75). Each time Council must be 'satisfied' of a matter, careful consideration must be given to that matter and that consideration should be carefully documented. This will be done through Council reporting processes.

The table below steps out decision points required by Council or when possible Committee (i.e. within delegations). Decisions made on this report will support the fulfilment of sections 70, 71 and part of section 72 of the Biosecurity Act.

Table 2: Steps required to make an RPMP and recommended decision points

Biosecurity Act Requirements	Decision Points
Section 70	Regional Council
First Step: Plan Initiated by Proposal	Plan initiated by Review (Proposed RPMP)
Section 71	Regional Council
Second Step: Satisfaction of Requirements	<p>Satisfaction of requirements (Biosecurity Act / National Policy Direction requirements).</p> <p>Supporting Document, <i>Regional Pest Management Plan for the Bay of Plenty Region: Meeting the Biosecurity Act requirements</i>, sets out how these requirements have been met.</p>
Section 72	Regional Council
Third Step: Satisfaction with consultation	<p>Section 100H, Council must not delegate the power to determine the ways in which consultation must be undertaken.</p> <p>Section 5 of this report details how consultation will be undertaken.</p>
<div style="border: 1px solid black; padding: 5px; display: inline-block;"> This Report completes the decision-making up to this point. </div> 	<p>Regional Direction and Delivery Committee</p> <p>Satisfaction there has been adequate consultation</p> <p>If RDD is not satisfied, Council must determine ways further consultation should be undertaken.</p>

Section 73**Regional Direction and Delivery Committee**

Fourth Step: Approval of Preparation of Plan

RDD to consider staff report on submissions and make recommendations to Council

Section 74**Regional Direction and Delivery Committee**

Fifth Step: Satisfaction on contents of Plan and requirements

All considerations and recommendations on submissions should be documented and prepared as recommendations to Council

Section 75**Regional Council**

Sixth Step: Decision on Plan

Recommendations from the Committee will be considered at a Regional Council meeting and then adopted as the Regional Council's decision under section 75.

8 Council's Accountability Framework

8.1 Community Outcomes

This project/proposal directly contributes to the *healthy environment* community outcome in Council's Long Term Plan 2018-2028

8.2 Long Term Plan Alignment

This work is planned under the Regional Pest Management (Biosecurity) Activity in the Long Term Plan 2018-2028.

A measure to deliver effective pest management is Council maintaining a current Regional Pest Management Plan. Notification of the Proposed RPMP is part of that process. Through the LTP development process (including workshops) guidance was provided to staff on a number of generic and specific pest issues. The LTP funding and service delivery decisions are reflected in the Proposed RPMP.

Current Budget Implications

This work is being undertaken within the current budget for the Regional Pest Management activity in the Long Term Plan 2018-2028.

Future Budget Implications

Implementation of the Regional Pest Management Plan is provided for in Council's Long Term Plan 2018-2028.

Lisa Power

Senior Planner (Water Policy)

for Acting General Manager, Strategy & Science

29 August 2018

**SUPPORTING DOCUMENT - Proposed Regional Pest
Plan for the Bay of Plenty Region**

**SUPPORTING DOCUMENT - Proposed Regional Pest
Management Plan: Meeting the Biosecurity Act
Requirements (Electronically available via Stellar
Library and the Website)**

Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Namouta Poutasi, Acting General Manager, Strategy & Science

Recommendations Report: Adopt Regional Public Transport Plan

Executive Summary

This report presents the proposed Regional Public Transport Plan (RPTP) and recommendation from the Public Transport Committee meeting on 16 August 2018 that Council:

“Adopt the Regional Public Transport Plan with an effective date of 10 December 2018.”

The RPTP provides a statement of Council policies, information and infrastructure that support bus services across the Region. The RPTP does not set targets or investment priorities for public transport as these are provided for through the Long Term Plan and the Regional Land Transport Plan.

The document has been consulted with key stakeholders and is largely supported. It has also incorporated community views that have been received through the Long Term Plan, Regional Land Transport Plan and Public Transport Blueprint over the previous 12 months.

The proposed RPTP for adoption, is attached as Appendix One.

Recommendations

That the Regional Council:

- 1 Receives the report, Recommendations Report: Adopt Regional Public Transport Plan.**
- 2 Adopts the recommendation to adopt the Regional Public Transport Plan with an effective date of 10 December 2018.**

1 Introduction

The Regional Council must review, renew, or vary the Regional Public Transport Plan (RPTP) as soon as practicable after the public transport service components of the Regional Land transport Plan are approved or varied (Land Transport Management Act 2003 S 126 (1) (b)).

On the 16 August 2018 the Public Transport Committee made the following decisions:

1. *“Receives the report, Recommendation to Adopt Regional Public Transport Plan.*
2. *Endorses the amended Regional Public Transport Plan;*
3. *Notes that staff will coordinate with key partners to develop a plan to increase patronage on public transport and report back at next Public Transport Committee meeting, with urgency.*

That the Public Transport Committee recommends that the Regional Council:

1. *Adopts the Regional Public Transport Plan to become active from 10 December 2018.”*

The purpose of the RPTP is:

- as a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure,
- an instrument for engaging with the public in the region on the design and operation of the public transport network, and
- to provide a statement of the:
 - public transport services that are integral to the public transport network,
 - policies and procedures that apply to those services, and
 - information and infrastructure that support those services.

The RPTP must be prepared in accordance with provisions within the Land Transport Management Act 2003 (LTMA) and any guidance provided by the New Zealand Transport Agency (NZTA).

The purpose of this report is to present the draft RPTP to the Council for adoption as recommended by the Public Transport committee on the 16 August 2018. The RPTP is to become operative from 10 December 2018 in line with new contracts in the western Bay sub-region. The timing of this prevents the need for current and future routes to both be included within the document, which will enhance readability.

2 Council’s Accountability Framework

2.1 Community Outcomes

This project directly contributes to the Vibrant Region Community Outcome in the Council’s Long Term Plan 2018-2028.

2.2 Long Term Plan Alignment

This work is planned under the Passenger Transport Activity in the Long Term Plan 2018-2021.

Current Budget Implications

This work is being undertaken within the current budget for the Passenger Transport Activity in the Long Term Plan 2018-21.

Future Budget Implications

The RTPP has signalled further work in a number of areas that is currently unbudgeted. No definitive time frames are given and this will be managed through annual planning processes with work undertaken when appropriate budget and resources are available.

Joe Metcalfe

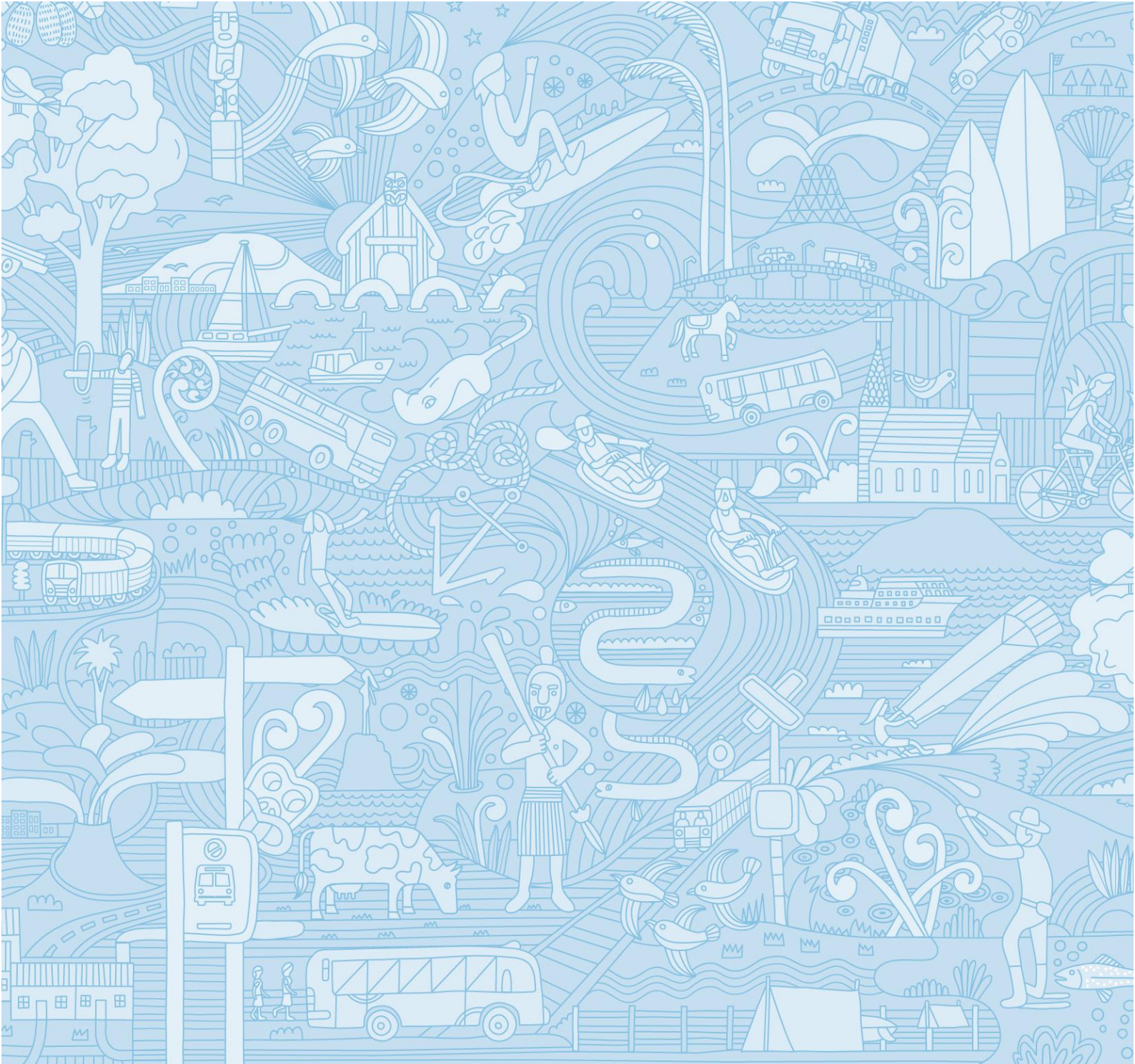
Senior Transport Planner

for Acting General Manager, Strategy & Science

28 August 2018

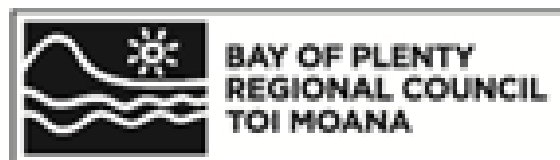
APPENDIX 1

Appendix One - Proposed Regional Public Transport Plan 2018



Draft Bay of Plenty Regional Public Transport Plan

August 2018



Objective ID:A2913705

Prepared by Joseph Metcalfe,
Senior Transport Planner

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Executive Summary

The Regional Public Transport Plan (the Plan) provides guidance and policies that direct the investment in public transport across the Bay of Plenty Region.

The statutory purpose of the Plan is:

- as a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure,
- an instrument for engaging with the public in the Region on the design and operation of the public transport network, and
- a statement of:
 - (i) the public transport services that are integral to the public transport network,
 - (ii) the policies and procedures that apply to those services, and
 - (iii) the information and infrastructure that support those services.

Guidance

The Plan is guided by policy and strategy set within the national context by the Government Policy Statement on Transport and within the Bay of Plenty Region (the Region) by the Regional Land Transport Plan. These documents provide clear direction for investment and policy setting within the public transport context across the Region.

In addition to these, a number of transport studies have been completed in that area guiding the implementation on a more local scale including:

- the Eastern Bay Public Transport Network Review,
- the Western Bay Public Transport Blueprint (the Blueprint), and
- the Tauranga Transport Programme Business Case (TTPBC).

Challenges and opportunities

The Region faces a number of challenges in meeting the transport needs of our communities now and over the coming decades but there are also significant, once-in-a-generation changes on the doorstep that could enable a future with better mobility for all, and in particular those with the greatest needs.

Key challenges include: Climate Change, an ageing population, isolated communities, uncertainty brought by rapid technological innovation, and transport affordability for councils and individuals.

Key opportunities include: information technology improvements for delivering information, restoring patronage growth in Rotorua, improving public transport competitiveness through priority measures and policy changes, delivering automated and on-demand services, introducing electric busses, delivering mobility-as-a-service, integrated planning with land use and rapid transit or rail services.

How we deliver public transport

Public transport in the Region needs to be delivered in partnership with local councils and the New Zealand Transport Agency (NZTA) to ensure that the services provided integrate with:

- other modes of transport,
- surrounding land uses and planned growth, and
- infrastructure that is provided by NZTA and local councils.

Services across the Region will be delivered according to the intended purpose for each. Patronage services will be targeted at areas of high congestion and will have high frequencies and be supported by priority infrastructure. Access services will provide a basic low-level of service to isolated areas, to ensure that access to essential services are available to as many people as possible within budget constraints. In many areas, transfer based services will provide more choices in destinations at the expense of users being required to transfer between services.

Total Mobility services will be opened up to a wider range of operators outside of existing taxi services. Users of the scheme will be able to receive subsidies for services that offer fixed price rides or services that provide assistance with tasks such as shopping or attending appointments. Changes to Total Mobility will also bring the service in line with recent legislative changes for small passenger vehicle services.

Public transport in the Region will continue to support the needs of the transport disadvantaged through providing the right services, vehicles, fares and infrastructure to support those with limited mobility, means, or who live in isolation while balancing affordability for the Region.

Objectives and policies

The objectives and the policies of the Plan are:

Quality and performance

Objective: Reliable and integrated public transport services that go where people want to go.

1	Provide high quality (frequent, reliable, convenient, and efficient) urban services to support mode shift from single occupancy vehicles on key transport corridors.
2	Provide public transport services on Connector Routes to support Regional Strategic corridors.
3	Regularly review service levels on Urban Connector Routes to support areas demonstrating high demand for public transport.
4	Consider providing public transport to growth areas with a density of at least 15 dwellings per hectare with a developed area of at least 10 ha and where a high level of priority infrastructure is provided.
5	Consider financial support for viable ferry services in the Region that provide access to essential community goods and services or reduces congestion on key transport routes.
6	Further investment in public transport service for the western bay sub-region will be subject to City, District and the Transport Agency supporting service through infrastructure investment and policy changes.

Accessibility

Objective: Pursue improved accessibility for isolated communities and for mobility impaired persons where this can be delivered at reasonable cost.

7	Provide public transport services on Rural Connector Routes that link to Regional Strategic corridors and maintain access to essential community goods and services.
8	Support the operation of the Total Mobility Scheme (subject to Government funding) in the Bay of Plenty using a variety of transport providers that are able to meet Council requirements and demonstrate a current gap in service levels.
9	Aggressively pursue the development of Mobility-As-A-Service platform that delivers innovative transport services for small communities and for those with special transport needs.

Fares, ticketing and information

Objective: Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.

10	Maintain region-wide fare box recovery ratio for public transport services above 30% with a target of achieving 40% by 2028.
11	Review fare levels annually to support the achievement of the fare box recovery target.
12	Set fares on Urban Connector Routes at a level that attract and retain customers, are largely consistent across the Region and offer incentives for frequent use, whilst balancing user contributions against public funding.
13	Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing, and new technology that provides real-time information to users.
145	Promote public transport as the preferred vehicular mode for travel in urban centres.
15	Set fares on Rural Connector Routes at levels that attract customers and recognise the needs of the transport disadvantaged, while balancing user contributions against public funding.
16	Establish zone or distance based fares across the Region including urban centres when practical.
17	Investigate and provide special fare concessions or free travel where there is a significant benefit to the transport system and this is supported by benefit cost analysis

Contracting requirements

Objective: A procurement system that enables efficient and effective delivery of public transport services.

18	Implement a procurement system that is consistent with the NZTA Public Transport Operating Model (PTOM).
19	Establish new units where there is the need for new services that would not be efficiently or effectively delivered through existing units or where there is no geographically similar unit.

Infrastructure

Objective: High quality and accessible public transport infrastructure that supports safe and comfortable travel.

20	Investigate, develop and implement bus priority measures in urban areas in conjunction with TLAs and NZTA.
21	Implement the 'accessible journey' approach to public transport by providing infrastructure and information that enables all people to access public transport services.
22	Integrate public transport with other transport modes to encourage patronage growth.

CO² reduction

Objective: Reduce carbon intensity of transport to assist in meeting greenhouse gas targets.

23	Actively seek methods for reducing the CO ² emissions from public transport and apply where practical and affordable.
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Funding

Public transport services are currently funded on a near equal basis from the NLTF, rates and user fares. The rate component is currently collected on a mix of regional and targeted rates however from 2018/19 this will be shifting to an almost entirely targeted rate basis.

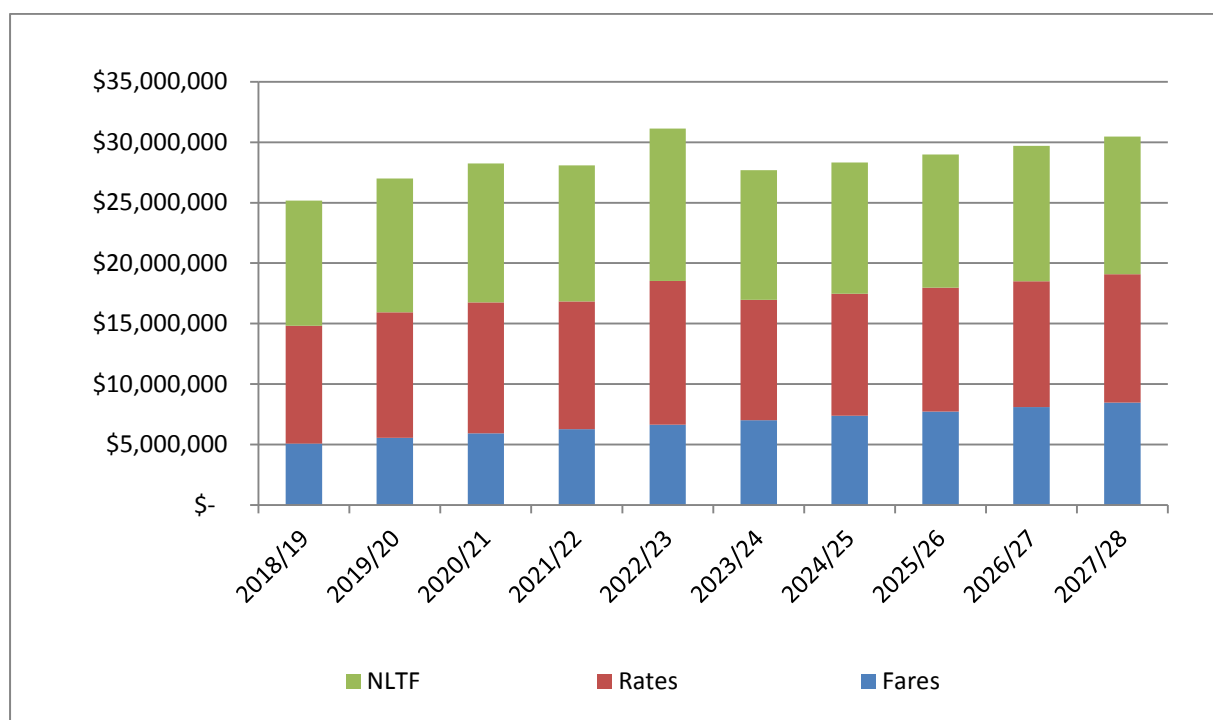
The shift towards targeted rates provides critical opportunities including:

- the ability to consult with the public the level of service and initiatives they want in their own community without needing to consider the cost to the rest of the Region, and
- the ability for Bay of Plenty Regional Council (BOPRC) to directly or indirectly fund infrastructure improvements based on individual communities desires and willingness to pay.

The cost of delivering public transport services in the Region is currently split between the following sources:

- revenue generated from the fares paid by public transport users,
- funding sourced from the National Land Transport Fund, which is administered by the New Zealand Transport Agency (NZTA), and
- funding from BOPRC (comprising rates and general funding).

The public transport funding currently included in Long Term Plans (LTPs) within the Region, fares and the National Land Transport Fund (NLTF) are shown in the following figure.



Draft Tauranga Transport Programme Business Case funding gap

The Draft TTPBC identifies a significant sum of investment in public transport services required to ensure that the Tauranga transport network continues to function effectively. This funding is not yet included within BOPRC's LTP and would represent a significant step change in funding for public transport. The funding gap is shown in the table below:

TTPBC Operational spending on public transport 2018-28 period (\$ millions)	
Total:	380
Unbudgeted in 2018-28 LTP:	195

Monitoring and review

Monitoring will be undertaken to measure the performance of services and how successful the Plan has been in meeting its objectives. Monitoring will include indicators identified through the Blueprint, Eastern Bay Review, and region wide indicators for customer satisfaction, farebox recovery, patronage, perceptions of safety and security and vehicle kilometres completed with electric buses.

Part 1: Introduction

1.1 Purpose of the Plan

The Land Transport Management Act (LTMA) provides detail on the statutory requirements that must be followed when preparing a regional public transport plan. These include specifying the purpose of the Plan, which is to provide:

A means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure,

An instrument for engaging with the public in the Region on the design and operation of the public transport network, and a statement of:

- (i) the public transport services that are integral to the public transport network,
- (ii) the policies and procedures that apply to those services, and
- (iii) the information and infrastructure that support those services.

1.2 Responsibility

The Plan is a statutory document which is prepared by BOPRC according to the requirements of the Land Transport Management Act (LTMA). It specifies the public transport services that BOPRC proposes for the Region, and the policies that apply to those services.

Part 2: Strategic context

This chapter provides a summary of the strategic context within which the Plan has been prepared. It provides a brief overview of the statutory requirements, and the national and regional policy context for public transport. It discusses the challenges and opportunities for public transport in the Bay of Plenty.

For a broader view of the strategic context, it is recommended readers refer to the Regional Land Transport Plan (RLTP) available on the Councils website: www.boprc.govt.nz

2.1 Statutory requirements

The statutory provisions relating to the regulation and management of public transport are contained in Part 5 of the Land Transport Management Act 2003 (LTMA). The overall purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

Section 115 of the LTMA includes a set of principles that are intended to guide the actions of regional councils in undertaking their public transport functions. These principles are:

- Regional councils and public transport operators should work in partnership to deliver the public transport services and infrastructure necessary to meet the needs of passengers.
- The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth.
- Competitors should have access to regional public transport markets to increase confidence that services are priced efficiently.
- Incentives should exist to reduce reliance on public subsidies to cover the cost of providing services.
- The planning and procurement of services should be transparent.

Part 5 of the LTMA also sets out the statutory requirements for preparing a Regional Public Transport Plan. The statutory purpose of the Regional Public Transport Plan is to provide:

- A means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure.
- An instrument for engaging with the public in the Region on the design and operation of the public transport network.
- A statement of the public transport services that are integral to the public transport network, the policies and procedures that apply to those services, and the information and infrastructure that support those services.

Section 124 of the LTMA includes a number of matters that Regional Council must take into account in preparing the Plan. In particular, Regional Council must be satisfied that the Plan contributes to the purpose of the LTMA, and that the principles outlined above have been applied.

2.2 Policy and Planning context

2.2.1 Regional Land Transport Plan

The Regional Land Transport Plan (RLTP) sets out the Region's vision and objectives to be achieved through investing in transport.

The Vision:

Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle.

Regional Land Transport Plan objectives	
Access and resilience (15%)	Communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.
Environmental sustainability (10%)	The social and environmental effects arising from use of the transport system are minimised.
Land use and transport integration (10%)	Long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling.
Energy efficiency (5%)	People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources.
Public health (5%)	The transport system minimises the health damaging effects of transport for all members of society.
Safety (30%)	Deaths and serious injuries on the Region's transport system are reduced.
Economic efficiency (20%)	The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the Region.
Affordability (5%)	Investment in the transport system maximises use of available resources and achieves value for money.

The Plan takes into account the direction and is consistent with the RLTP in relation to public transport.

2.2.2 Western Bay Public Transport Blueprint

Completed in 2017, the Western Bay Public Transport Blueprint (the Blueprint) is a partnering agreement between Tauranga City Council, Western Bay of Plenty District Council and NZTA, that sets out the investment in public transport services and infrastructure for the western bay sub-region between 2018 and 2027. The Blueprint sees a significant increase in the level of service provided to customers, in recognition that public transport needs to play a more significant role in meeting transport demand in a rapidly growing part of the Region. Network changes proposed in the Blueprint will take effect from December 2018, with bus priority and other measures to be delivered in subsequent years.

Benefit one: Improved optimisation of the transport network (55%).

Benefit two: Improved travel choice (more options for people) (25%).

Benefit three: Greater alignment of planning and investment (20%).

For a copy of the Blueprint, please contact transport@boprc.govt.nz

2.2.3 Eastern Bay Network Review

Undertaken in 2015, the Eastern Bay Network Review identified improvements to the public transport services serving communities of the Eastern Bay sub-region. The review called for a moderate increase in service levels, implementation of a project to identify where better coordination of volunteer services could improve service levels, and for a three year review to examine the potential for an additional bus within the Eastern Bay, to deliver better coverage and service levels.

Key benefits of investment were identified as:

Benefit one: Services that meet community needs (50%).

Benefit two: Improved travel choice (20%).

Benefit three: A more efficient transport network (30%).

For a copy of this review, please contact transport@boprc.govt.nz

2.2.4 Draft Tauranga Transport Programme Business Case

The Tauranga Transport Programme Business Case (TTPBC) has set out a programme of investment for Tauranga that will see spending in public transport, cycling and walking, increase substantially to meet the transport challenges faced by a rapidly growing city. It has been developed jointly by Tauranga city Council, Western Bay of Plenty District, the Regional Council and the New Zealand Transport Agency and covers a 30-year horizon.

The programme builds on the direction set by the Blueprint and identifies additional investment in services beyond those established in the Blueprint from 2021 onwards.

Benefit One: Better able to manage and support economic and urban growth activity with a resilient, optimised and prioritised transport system 40%.

Benefit Two: The transport network enables a liveable city with investment responses that support increased mode share and emission reduction 40%.

Benefit Three: People are able to make safe, healthy travel choices 20%.

2.2.5 Government Policy Statement for Transport 2018

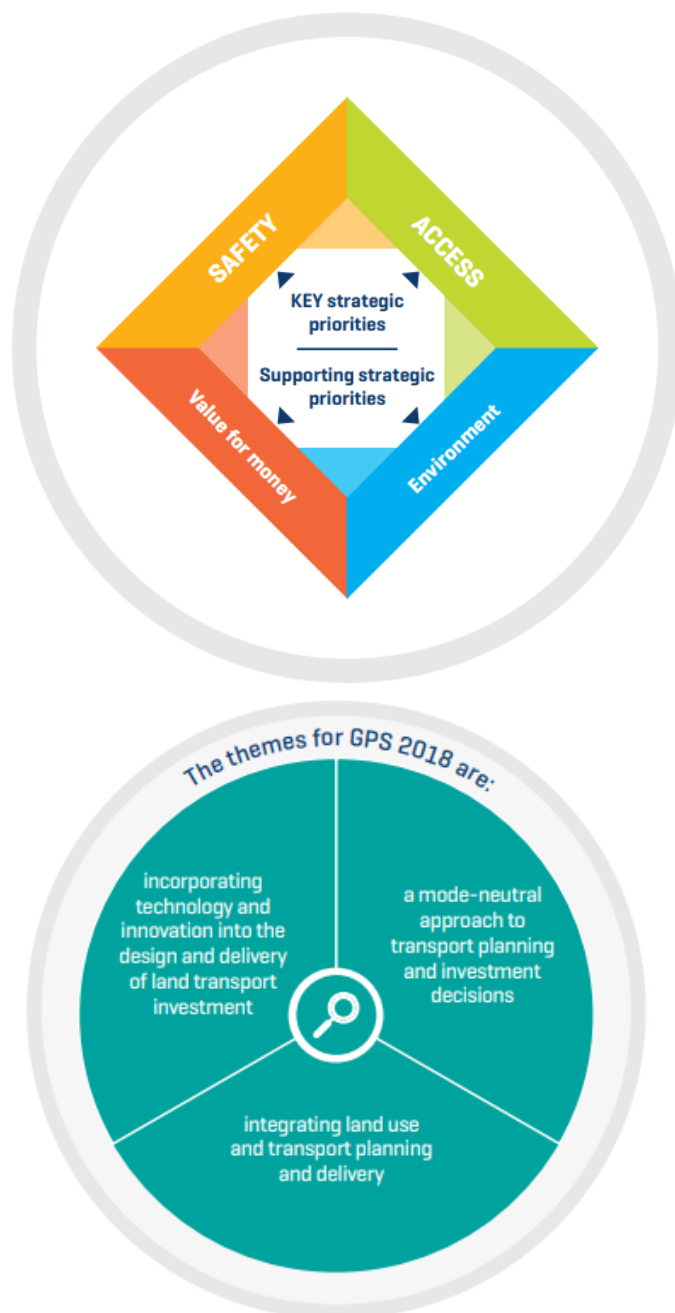
The Government Policy Statement (GPS) sets out the objectives as per the diagram to the right.

The Plan is aligned with the objectives of the GPS:

- Providing access by delivering public transport services across the Region,
- Improving safety by moving more people to public transport from private vehicles where accidents are more likely,
- Enhancing the environment by reducing the carbon intensity of the transport system, and
- Providing value for money by continuing to focus on maintaining a reasonable farebox recovery and delivering efficient services.

The themes of the GPS are shown in the diagram to the right. Whilst these themes are appropriate at the national level, they may not be entirely appropriate at a regional level.

- The integration of land use and transport planning is integral to the Region and is supported through the Plan.
- Mode-neutrality may not be appropriate, given the Region's high car dependency with more emphasis required on walking, cycling, scootering and public transport. This point is supported within the GPS where it is noted "mode neutrality will involve giving some modes greater funding priority due to past under investment".



Incorporating technology is a component of the Plan, however, innovation is not seen as being critical to the development of public transport in the Region at this point in time. Innovation often comes with high cost and risk of failure; for the time being there are many proven initiatives that can be deployed in the Region that will be effective at improving the customer experience and with minimal risk of failure.

2.3 Challenges facing the Region

2.3.1 Climate Change

Transport contributed 31% of the Region's total carbon emissions in 2015/16 - in Tauranga City this proportion rises to 63%. The BOPRC and several city and district councils in the Region have signed the New Zealand Local Government Leaders' Climate Change Declaration 2017, which includes commitments to reduce greenhouse gas emissions in the transport sector.

Meeting these targets while building resilience to climate events within the transport system, requires a significant change in how transport is provided across the Region. Public transport will need to play a much larger role in meeting the transport task if this is to be achieved.

2.3.2 Ageing population

The population is ageing, as more people live longer and as the birth rate declines. An ageing population will require access to a wider range of transport options, and an increasing proportion of households with fixed incomes will mean transport will need to become more efficient and affordable over time.

Public transport will play a large role in meeting the mobility needs of an older population at an affordable price (often free) but will need to adapt to be both more responsive and more efficient, so as to reduce the subsidy provided through rates.

2.3.3 Isolated communities

Rural areas of the Bay of Plenty are often isolated and lack basic essential services which increase the demand for people to travel from these communities. It is often these communities that have the lowest income and makes it difficult for residents to travel. This can result in increased costs for public services as residents miss hospital appointments and cannot access employment but more importantly can reduce the quality of life for these communities.

Public transport plays an important role in enabling these communities to access services and improves the quality of life for residents. New, more innovative, delivery methods will be needed to meet increasing demand and keep these services affordable for users and rate payers.

2.3.4 Rapid innovation

The future of transport has never been less certain, with technological advances now allowing a myriad of disruptive transport models to be delivered cost effectively and with high customer acceptance. Public transport will need to embrace new service models and modify how it integrates with other modes so it supports positive changes and competes against negative changes in the transport system.

2.3.5 Transport affordability

Providing sufficient transport capacity for our cities to grow is coming at an ever increasing financial cost that is becoming harder for the Region to bear. Opportunities to deliver low cost, low impact capacity improvements have largely been delivered leaving only the more expensive, riskier projects which typically have a much more negative impact on the amenity of our cities. Opportunities to optimise the transport network to better utilise existing capacity to move more freight and more people still exist however the current funding model prevents opportunities being directly funded by NZTA resulting in perverse outcomes for our transport system. Meanwhile local government bears the much higher costs for delivering sustainable transport solutions that will allow our communities to grow and prosper while protecting our environment.

In the public transport context, BOPRC has recently taken on responsibility for the urban school bus network at significant cost, the funding of the SuperGold free travel scheme has been capped, and the public have increasing expectations for what a public transport system must deliver. Add to this the growing cost imposed on bus services as a result of congestion and the ability to deliver quality public transport services becomes heavily constrained by the ability and willingness for ratepayers to fund these services, despite being more cost effective than the alternative of higher congestion.

In order for Tauranga to maintain a level of congestion on the road network similar to current levels the Tauranga Programme Business Case identifies a required increase in public transport service investment of 270% over current levels in 2021, increasing to 470% by 2028. The ability for this to be funded through rates alone will be tested, especially given the increasing proportion of retirees with fixed incomes.

2.4 Opportunities for public transport

2.4.1 Delivery of information technology projects

Technology offers a significant opportunity for the Region to improve the customer experience and provide more fare products to customers. To date the Region has fallen behind customer expectations for delivering paperless ticketing, real time information, online top-ups and other services that improve the customer experience. A series of projects is planned to address these deficiencies and is likely to result in modest patronage uptake. Projects include:

- procurement of a long term real time information platform for the Region,
- roll out of real time signs and screens at high use stops, and
- delivery of the Regional Integrated Ticketing System for paperless ticketing, online top-ups, inter-regional compatibility.

Likely timeframe:	Largely by December 2018
Likely Impact:	Better customer experience, more efficient network planning
RLTP Objectives:	Access and resilience, environmental sustainability, affordability

2.4.2 Patronage growth in Rotorua

The Rotorua bus network has experienced several years of slowly declining patronage. This is due to the reliability of the network diminishing as congestion increases and services become less reliable while not appealing to younger users, due to the high cost preventing the public transport becoming a habit.

Addressing these issues will result in a significant opportunity to increase patronage and return to a growth trend. Bay of Plenty Regional Council will implement concession fares that will lower the cost of travel for users who need it the most, in particular children and students. A review of the network is also scheduled for 2018/19 to look at options for improving the reliability and effectiveness of the bus services.

Likely timeframe:	One to two years.
Likely impact:	Increased patronage, better customer experience, more affordable transport.
RLTP objectives:	Environmental sustainability, access and resilience.

2.4.3 Creating a competitive advantage over private vehicles

In Tauranga, the Public Transport Blueprint and the Tauranga Programme Business Case have both supported the prioritisation of public transport over private vehicles. This provides planners in Tauranga with an evidence base that supports the use of bus lanes, high occupancy vehicle lanes, head start lights and other bus priority measures in the most highly congested corridors. These measures also support the long term landuse planning required to provide higher housing density alongside high frequency public transport corridors.

Both the Arataki and Cameron Road multi-modal studies are under way to identify short and long term measures to be implemented.

The competitive advantage is also being supported by farebox policies that will allow fares to remain relatively low and by ensuring parking policies keep the cost of travelling by bus low in comparison to private vehicle travel.

Likely timeframe:	One to ten years.
Likely impact:	Increased patronage, reduced costs, better customer experience, improved reliability.
RLTP objectives:	Environmental sustainability, access and resilience, energy efficiency, land use and transport integration.

2.4.4 Automation and on-demand services

The automation of public transport vehicles is inevitable and will bring considerable cost savings to the operation of bus networks as well as adding flexibility in the way our services are delivered. On-demand and near-to-door services will become possible which will lift the customer experience significantly and increase passenger uptake.

To take advantage of automation, BOPRC will need to develop a strategy to bring new services into the network, prevent over investment in current vehicle technologies and ensure that external competition does not fragment the market and introduce inefficiencies.

Likely timeframe:	Within 15 years.
Likely impact:	Increased patronage, reduced costs, better reliability, better customer experience, reduced emissions, fundamental shift in transport behaviour.
RLTP objectives:	Environmental sustainability, access and resilience, energy efficiency, land use and transport integration, Economic efficiency, Safety.

2.4.5 Electric buses

Current electric vehicle technologies are largely untested in New Zealand and do not represent cost operating efficiencies over diesel buses. However, it is expected that this will rapidly change as trials of electric vehicles are being incorporated into new bus networks across the country and in Tauranga and as the technology matures to become more affordable and to provide better range.

It is anticipated that within ten years, electric buses will become price competitive with diesel buses and result in significant cost savings while improving the customer experience. Bay of Plenty Regional Council will look for opportunities to start delivering the required charging infrastructure to enable vehicles and steadily increase the use of electric vehicles in its fleet.

Likely timeframe:	Within 10 years.
Likely impact:	Increased patronage, reduced costs, better customer experience.
RLTP objectives:	Environmental sustainability, energy efficiency, affordability.

2.4.6 Mobility-As-A-Service (MAAS)

Mobility-as-a-service describes a shift away from personally-owned modes of transportation and towards mobility solutions that are consumed as a service. This is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, which users can pay for with a single account.

Users can pay per trip or a monthly fee for a limited distance. The platform also enables trips made on the platform to be subsidised or rewarded to encourage behaviours that provide improve social, environmental, or health wellbeing.

Mobility-as-a-service is being developed in jurisdictions across the world to reduce the impacts of transport and increase personal mobility. Bay of Plenty Regional Council sees a significant role for MAAS in the future as a way to manage the cost of operating public transport, drastically improve mobility in isolated communities and provide better choice for those who cannot use public transport.

Likely timeframe:	Within five years.
Likely impact:	Increased patronage, reduced costs, better customer experience, greater accessibility in isolated areas and for total mobility.
RLTP objectives:	Environmental sustainability, energy efficiency, affordability, access and resilience.

2.4.7 Integrated transport and land use planning

The current level of integration between land use and transport within the Bay of Plenty is limited, with little consideration for the effect of developments on the transport system.

This is rapidly changing in the western bay sub-region where new developments are providing greater levels of integration and providing high levels of density that both reduce the need for transport and make travelling by bike, foot or public transport easier. However, a significant amount of work still needs to be done to ensure this continues and to improve the approach taken in the remainder of the Region.

Likely timeframe:	Three to thirty years.
Likely impact:	Increased patronage, reduced operating costs, better transport choices.
RLTP objectives:	Land use and transport integration, affordability, energy efficiency.

2.4.8 Intra-regional rapid transit or rail

The current public transport network does not provide for rapid transit or passenger rail services, however, the opportunity exists to commence long term planning and investment that will allow this in the future. Significant investment is required in the infrastructure including:

- identification and designation for new rapid transit corridors,
- automated safety systems (for rail),



- double tracking and passing loops (for rail),
- development of stations and associated infrastructure.

The investment required will be significant and is unlikely to be supported by a standard economic evaluation, requiring a more holistic look at the connection between land use development and transit investment. Any investment in this area will require a significant contribution and guidance from Central Government. Any investigations should also consider the impact on existing coach and public transport services.

Likely timeframe:	Ten to fifteen years.
Likely impact:	Increased patronage, reduced operating costs, better transport choices.
RLTP objectives:	Land use and transport integration, energy efficiency, safety, economic efficiency

Part 3: How we deliver public transport

This section describes how BOPRC intends to deliver a successful public transport service across the Region. It covers the principals for developing a successful network as well as how different technologies and interventions will be used to further passenger uptake in a sustainable manner.

3.1 We're in this together

Effective public transport requires a collaborative approach between Regional Council and operators, territorial local authorities and NZTA as well as the input and support of local residents. We'll keep working with these groups and other stakeholders to ensure the public transport we deliver integrates well with the community, other transport modes and land-use planning processes.

3.2 Public Transport planning principles

3.2.1 Patronage services

Patronage based services seek to reduce congestion, increase the transport capacity of our cities while operating at high levels of efficiency. This requires services that provide travel times and reliability on par with private vehicles and at a lower cost. These services will have high frequencies, bus priority measures at key congestion points and will be supported by the use of pricing tools such as road tolls and parking prices.

Patronage services have a strong relationship with urban form, tending to work better in areas with sufficient population densities to allow significant numbers of people to access services. This relationship is mutually reinforcing because, over time, land use densities tend to increase along corridors supported by patronage services, while at the same time ensuring desired levels of urban amenity can be maintained.

3.2.2 Access services

Access based services generally focus on social objectives, such as providing communities with a basic level of access to essential goods and services (health, education and social support). Access services are typified by a spread of resources designed to maximise the availability of at least some form of public transport to the widest possible population.

3.2.3 School services

Council provides school services only in the Tauranga urban area following the withdrawal of Ministry of Education services for students travelling within the city limits. The services provided are largely for primary and intermediate users whilst secondary school students have been provided with services where the urban bus network does not have sufficient capacity to meet demand.

Ministry of Education provides rural and some urban services in the Region where these meet the eligibility requirements.

Over time it is anticipated that more students will transition to the urban network as it offers more flexibility in where and when they can travel before and after school.



There is likely to always be some need for school services to provide additional capacity on the network during peak periods.

3.2.4 Connected journeys

Every customers journey is different, public transport needs to recognise this by connecting as many origins and destinations as possible for our customers. To achieve this, Access and Connector Services will converge at interchange locations so that transfers to other services can be achieved, opening up many more destination choices with minimal delay, while allowing for improved operational efficiencies.

	Patronage services			Access services	
	Special	Frequent	Connector	Urban access	Regional access
Description	Orbiter or serving special destinations such as airports or cruise terminal	Fast and frequent services	The work horse of the network.	Services that are provided to ensure minimum level of service to as many people as possible	Typically designed to accommodate commuters and provide access to services in larger centres
Frequency	5-60 min	15 min or less	30 min	60 min	As required
Stop spacing	600 m or greater	800 m or greater	600 m or greater	Approx. 400 m	Typically key destinations only
Livery	Bespoke	Emphasised	Standard	Standard	Standard
Service planning	As required	Uses main arterials with few detours. Connects major attractors. Significant bus priority utilised	Direct routes with deviations for attractors. May have some bus priority measures	May be circuitous to provide maximum coverage	Will be direct with detours for major attractors
Transfer design	Depends on locations served and frequency	Frequency should allow for timetabled connections with minimal delay	May hub or interchange with connector/ frequent services	Where possible should connect to frequent services	Should link to main hubs to enable onward journeys
Suggested hours of operation*	As required	6:00 am-9:00 pm* *later on Fri/Sat	6:00 am-8:00 pm	9:00 am-4:00 pm	As required

3.2.5 Integration with active modes

Public transport almost inevitably involves other modes of transport as people need to access stops; very few people can take a bus door to door. When our network and stops are planned, consideration needs to be given to ensuring walk and cycle trips to our stops are possible are supported by:

- cycling and walking paths that allow users to access bus stop safely,
- bicycle facilities at interchanges and other key locations,
- bike racks on buses where ever appropriate, and
- appropriate design solutions to reduce the conflict between cyclists and buses in shared bus lanes.

3.2.6 Park and Ride

Park and ride facilities can enable public transport for users who are too far from a regular bus service and can reduce parking demand in CBD areas where the cost of providing parking is high. To be successful, park and ride facilities must:

- Intercept commuters and other travellers early in their overall trip and prior to congestion points,
- have bus services that provide a time and/or cost advantage over private vehicle,
- have bus services that are aligned with the destinations people want to access, and
- assure the safety and security of people and property.

Bay of Plenty Regional Council will support the development of park and ride facilities by providing appropriate bus services where the facilities:

- make use of existing underutilised parking,
- there is a strong identifiable demand,
- implementation is supported by parking policy changes, and/or
- park and ride is being implemented as a transition towards transit oriented development.

3.2.7 Education services

Bay of Plenty Regional Council recognises that there are significant social benefits to allowing residents to pursue further education and that transport is sometimes an impediment to this. In response to this we will partner with education providers to provide services that meet the needs of students where education providers are willing to share a part of these costs.

3.2.8 Integration with land use

Bay of Plenty Regional Council will promote the integration of transport and land use to reduce the demand placed on the transport system without restricting



population and economic growth in the Region. This will be achieved by working with territorial authorities, developers and NZTA to ensure best practice integration models are implemented.

Where new developments are planned and built without appropriate consideration for public transport infrastructure, BOPRC will not provide bus services.

3.2.9 Review of services

To maintain a high quality of customer service and the efficient operation of bus services, annual monitoring will be undertaken with minor revisions to the network conducted annually. A more thorough review of contract units will be undertaken every three years.

3.3 Total Mobility

Total Mobility is a nationwide scheme designed to help eligible people with impairments use appropriate transport to access essential goods and services, and enhance their community participation. Total Mobility consists of subsidised door-to-door transport services in areas where the scheme operates.

Bay of Plenty Regional Council administers the scheme and funds 50% of the cost of providing the scheme. The remaining 50% comes from Central Government funding administered by the NZTA. Users are entitled to a 50% discount on fares paid to maximum \$25 for any trip.

To be eligible for Total Mobility, a person must have an impairment that prevents them from, at times, undertaking any one or more of the following components of an unaccompanied journey on public transport in a safe and dignified manner:

- Getting to the place from where the transport departs.
- Getting onto the transport.
- Riding securely.
- Getting off the transport.
- Getting to the destination.

Potential scheme members are assessed by a BOPRC approved agency. For details on approved agencies please contact us at transport@boprc.govt.nz.

New transport providers who wish to join the Total Mobility Scheme must enter into a contract with BOPRC. To join the scheme, transport providers will need to:

- meet all service level requirements set out by BOPRC within a service agreement which will be reviewed from time to time, and
- provide evidence that the service will fill a gap in the current provision of total mobility services either by way of geographical extent or type of service.

3.4 Infrastructure

An efficient and effective public transport system relies on the provision of well-designed and well-maintained facilities including:

- Roads
- Bus stops and shelters
- Transport interchanges
- Park-and-Ride facilities
- Cycle paths
- Footpaths

Council will advocate for the development or improvement of facilities with territorial authorities and NZTA and wherever possible, form partnering agreements that will help direct funds to the right areas of the network.

3.5 Education and road safety

Part of improving the public transport experience is ensuring that users of all ages are comfortable and safe taking public transport. Bay of Plenty Regional Council will, from time to time, identify user groups that require targeted education and road safety interventions to encourage passenger uptake and will deliver these in partnership with local authorities and NZTA.

3.6 Marketing of public transport

Bay of Plenty Regional Council in collaboration with NZTA and TCC will deliver a marketing programme for public transport in the Region targeted to drive behaviour change and grow awareness of service improvements. This will encourage uptake and ultimately reduce the long term cost of operating the service while maximising the social good that the service can provide.

3.7 Transport pricing mechanisms

The pricing of transport through road tolls, parking prices, and fares strongly influences how, when, and if people travel. Bay of Plenty Regional Council will pursue policies with NZTA, district and city councils and other agencies that see pricing mechanisms set at levels that reflect the social, environmental and financial costs of delivering an effective transport system. Doing so will create a system that is more efficient and produces better transport outcomes for the residents of the Bay of Plenty.

3.8 On demand services

Demand responsive services respond to demand and fill the gaps between fixed-route network services and taxi services.

Bay of Plenty Regional Council recognises that demand responsive services are one option for connecting isolated communities and will explore on-demand services alongside Mobility-As-A-Service to identify ways of delivering public transport more cost effectively to more people in the Region.

3.9 Mobility-as-a-service

Mobility-As-A-Service offers a single, connected network-wide transport information and payment system, focused on providing people with the transport services that suit them best. Mobility-As-A-Service (MAAS) offers an opportunity to change the way different transport modes work together by integrating each mode seamlessly and with the most up to date information.

Bay of Plenty Regional Council sees MAAS as an opportunity to both lift the quality and choices of transport available in the Region, whilst reducing the social and financial costs. Delivering MAAS in the Region will take significant investment and time, both to develop and to gain support from users, however, the opportunities it provides will be significant.

As a first step towards MAAS, BOPRC will pursue the development of a mobility market for Total Mobility users. This will provide users with access to the widest range of public and private transport providers with the aim of providing more coverage and better levels of service for Total Mobility. Options will be available for BOPRC to subsidise some of these trips much like it currently does for taxi services.

Investigations into the use of MAAS for the general public will also be pursued where support is also provided through TLA and other partners and as resources allow.

3.10 Ferry services

Bay of Plenty Regional Council will consider providing concessionary fare agreements with ferry operators where services provide access to essential community goods and services, or demand be removed from critical parts of the transport system cost effectively.

3.11 Future passenger rail

Bay of Plenty Regional Council recognises that passenger rail could play an important part in providing greater choice for inter and intra-regional journeys, as well as playing a major role improving public transport within the Western Bay and Tauranga urban areas. The use of rail to support intensification and provide development opportunities that assist with the funding of transport infrastructure will also be supported by Council.

Bay of Plenty Regional Council will pursue options with Central Government for the future delivery of passenger rail, whilst recognising that the anticipated technical challenges and implementation costs currently place it beyond the means of the Region. Any investigations should consider the wider impacts that rail services will have on the operation of existing public transport services and inter-regional coach operators.

3.12 Assisting the transport-disadvantaged

Bay of Plenty Regional Council has specifically considered the needs of the transport-disadvantaged when preparing the Plan. The LTMA defines transport-disadvantaged as:

People whom the regional Council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, health care, welfare and shopping).



The following groups are considered to be more likely to be transport-disadvantaged in the Bay of Plenty Region:

- people with disabilities,
- children (under driving age),
- students,
- elderly, and
- people living or working in isolated rural locations.

Bay of Plenty Regional Council has considered the accessibility needs of these groups and identified initiatives in the Plan to help meet those needs. The following table describes how the Plan will assist the transport disadvantaged.

	Urban	Rural
Services	Services with broad coverage on the Tauranga and Rotorua networks will assist the transport disadvantaged in these urban areas.	Rural coverage services will provide access to essential goods and services. Policy 4 in the Plan supports working with rural or isolated communities to develop targeted services.
Vehicles	All buses will be wheelchair accessible.	All buses will be wheelchair accessible. Replacing non-accessible vans will be considered on a case by case basis.
Fares	Discounts for children aged 5-15, secondary and tertiary students. Free travel for children under 5. Continued support for the SuperGold off-peak free travel scheme for senior citizens.	
Infrastructure	Implement the 'accessible journey' approach and best practice guidelines for public transport infrastructure.	Implement the 'accessible journey' approach and best practice guidelines for public transport infrastructure.

In providing for these groups, BOPRC recognises that the affordability of public transport for some will remain an issue but there are limitations in the assistance BOPRC can provide. When considering provisions for the transport disadvantaged, BOPRC will consider:

- The cost,
- The benefits,
- The complexity and ability to implement, and
- The likelihood of provisions being misused.

Part 4: Objectives and policies

This chapter contains the objectives and policies for public transport services in the Region.

Each policy area is designed to achieve a specific public transport objective for the Region, and is accompanied by the rationale for the policies and the methods that will be used to implement them.

Quality and performance Objective: Reliable and integrated public transport services that go where people want to go.	
1	Provide high quality (frequent, reliable, convenient, and efficient) urban services to support mode shift from single occupancy vehicles on key transport corridors. The service levels on Regional Strategic Corridors are designed to enable public transport to compete effectively as a viable alternative transport option to the private car. Over time, high frequency services have the potential to support increased development densities along the corridors that will reinforce.
2	Provide public transport services on Connector Routes to support Regional Strategic Corridors. Services on Urban Connector Routes support the objectives for Regional Strategic Corridors by feeding passengers into these corridors.
3	Regularly review service levels on Urban Connector Routes to support areas demonstrating high demand for public transport. Regular reviews to ensure that investment is targeted at the right areas to achieve the best outcomes is important to improving the efficiency of the network and encourage patronage growth.
4	Consider providing public transport to growth areas with a density of at least 15 dwellings per hectare, with a developed area of at least 10 ha and where a high level of priority infrastructure is provided. The introduction of public transport services to urban growth areas is important for growing the public transport network. However, it is important that service provision is timed correctly to ensure resource allocation delivers maximum value for money.
5	Consider financial support for viable ferry services in the Region that provide access to essential community goods and services or reduces congestion on key transport routes. Any ferry service proposal would need to demonstrate that there is sustainable demand and that it meets the criteria of the policy for either access or congestion reduction.
6	Further investment in public transport service for the western bay sub-region will be subject to City, District and the Transport Agency supporting service through infrastructure investment and policy changes. Regional Council has committed to a significant increase in service levels in Tauranga to support the city's growth recognising that public transport will be more affordable than ever increasing car dependency. In order for this investment to be realised now and into the future, public transport requires measures that support public transport, beyond service enhancements, to increase patronage and reduce operating costs.

Accessibility Objective: Pursue improved accessibility for isolated communities and for mobility impaired persons where this can be delivered at reasonable cost.	
7	Provide public transport services on Rural Connector Routes that link to Regional Strategic Corridors and maintain access to essential community goods and services. The Rural Connector Network links small settlements with urban services to form an integrated network. To improve efficiency, these services will terminate at urban hubs requiring most passengers to transfer to complete their journey. Service levels on Rural Connector Routes will provide a basic level of access to essential community goods and services.
8	Support the operation of the Total Mobility Scheme (subject to Government funding) in the Bay of Plenty using a variety of transport providers that are able to meet Council requirements and demonstrate a current gap in service levels. Total Mobility enhances the community participation of people with impairments who are unable to use conventional public transport in a safe and dignified manner. Regional Council will continue to support for the Total Mobility Scheme providing that the local share continues to be matched by Government funding. The policy recognises that opening competition to all potential operators will increase the cost of delivering the scheme and therefore new operators will need to clearly demonstrate a gap in the market which they can fill before entering the scheme.
9	Aggressively pursue the development of MAAS platform that delivers innovative transport services for small communities and for those with special transport needs. There are many in the community who cannot be well served by fixed bus routes due to the low demand, relatively high delivery costs, or limited physical mobility. Mobility-as-a-Service offers the ability for community based operators and other social agencies to find transport solutions and communicate with customers whilst receiving targeted subsidies.

Fares, ticketing and information Objective: Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.	
10	Maintain region-wide fare box recovery ratio for public transport services above 30% with a target of achieving 40% by 2028. This policy recognises that by running a more efficient public transport system, less reliant on public subsidies, more service improvements can be delivered for the same amount of funding. This will improve the overall level of service for users leading to faster passenger uptake.
11	Review fare levels annually to support the achievement of the fare box recovery target. Recognises that to achieve a high quality service, the level of subsidy must be maintained at a reasonable level to ensure ongoing service improvements can be delivered.
12	Set fares on Urban Connector Routes at a level that attract and retain customers, are largely consistent across the Region and offer incentives for frequent use, whilst balancing user contributions against public funding. Consistent fare setting makes understanding the public transport system easier and ensures equity across the Region. Incentives for frequent use encourage more diverse use of the public transport system that encourages uptake during off-peak periods at little or no cost to BOPRC.

13	Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing, and new technology that provides real-time information to users.
	Technology and information projects typically have a pronounced positive affect on patronage and are typically delivered at low costs. National and international evidence indicates very high benefit to cost ratios for these type of projects.
14	Promote public transport as the preferred mode for travel in urban centres.
	As our centres become larger and more congested, there are limited, affordable opportunities to improve road capacity for private vehicles and therefore public transport needs to play a more significant role in these areas. Promoting public transport in this way to the public and funding partners is an important aspect of delivering quality public transport improvements.
15	Set fares on Rural Connector Routes at levels that attract customers and recognise the needs of the transport disadvantaged, while balancing user contributions against public funding.
	Isolated communities are home to those with the most limited means and affordability of transport is a significant issue for these individuals. Public transport fares should be set in such a manner to make it affordable for people to access essential services whilst balancing the overall cost of the service.
16	Establish zone or distance based fares across the Region including urban centres when practical.
	Establishment of zones or distance based pricing in urban areas will provide more flexibility in pricing so that short distance, high impact trips can be encouraged on to public transport through more reasonable fares. This includes short trips being made on the most congested parts of the network.
17	Investigate and provide special fare concessions or free travel where there is a significant benefit to the transport system and this is supported by benefit cost analysis
	Where a transport system is under significant pressure there may be justification for targeted special fares of free travel on public buses to address a short term known issue. Any such fare changes should be supported by benefit cost assessment to ensure that the fares will result in a benefit that supersedes investments in service or infrastructure improvements..

Contracting requirements Objective: A procurement system that enables efficient and effective delivery of public transport services	
18	Implement a procurement system that is consistent with the NZTA Public Transport Operating Model (PTOM). This is a legislative requirement that is supported by BOPRC. The majority of bus services have been tendered under the PTOM.
19	Establish new units where there is the need for new services that would not be efficiently or effectively delivered through existing units or where there is no geographically similar unit. New units will be created in accordance with the above policy and in collaboration with operators with final approval by the Regional Council Public Transport Committee or in the absence of said committee, the Regional Council. Consultation will be undertaken in accordance with the LTMA.

Infrastructure Objective: High quality and accessible public transport infrastructure that supports safe and comfortable travel	
20	Investigate, develop and implement bus priority measures in urban areas in conjunction with TLAs and NZTA. Bus priority provides much faster, more reliable journeys for customers and encourages patronage uptake on our busiest corridors. The increase uptake of passengers and faster journey increases the cost effectiveness of services.
21	Implement the ‘accessible journey’ approach to public transport by providing infrastructure and information that enables all people to access public transport services. All members of society should be able to travel and participate in social, economic and recreational opportunities. Public transport better enables this for the young, old and those with impaired mobility or for whom driving isn’t an option.
22	Integrate public transport with other transport modes to encourage patronage growth. In order to access public transport users must walk, cycle, or drive bus stops. Ensuring other modes integrate with public transport opens up opportunities for more customers.

CO² reduction Objective: Reduce carbon intensity of transport to assist in meeting greenhouse gas targets	
23	Actively seek methods for reducing the CO² emissions from public transport and apply where practical and affordable. The use of low or no emission buses is becoming more affordable as technologies advance and the opportunity exists to transition our fleet in order to reduce CO ² emissions.

Part 5: Our network

For an up to date list of current services and timetables, please visit baybus.co.nz

5.1 Contracting units

All bus and ferry services in the Bay of Plenty have been segmented into units and will be provided under exclusive contracts. This Plan will identify the principles for establishing the Region's units, the policies for procuring units and the services that council intends to assist financially.

The following table describes the Region's units:

Unit	Service Level	Description	Commencement
Northern Corridor	Regional Access Routes	Regional services operating in corridor between Tauranga and Katikati	31 January 2015 To be incorporated in Tauranga western unit from 2024
Eastern Corridor	Regional Access and Urban Access	All services originating or located in the Whakatāne, Kawerau, or Ōpōtiki district boundaries	30 June 2015
Tauranga Urban	Patronage Services	All Tauranga Urban Routes and Te Puke (excludes school bus services)	1 February 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018
Tauranga Western	Patronage Services	All Tauranga Urban Routes and routes on from the Northern Corridor	July 2018
Tauranga Eastern	Patronage Services	All Tauranga Urban Routes and routes from Te Puke	July 2018
Rotorua	Urban Connector Rural Connector Routes	All services originating or wholly within in Rotorua Lakes district boundaries	29 June 2014
Matakana Ferry	Rural Connector Routes		29 June 2014
Tauranga Schools Unit 1	School Connector Routes	School services provided in Tauranga based on existing contracts	15 January 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018
Tauranga Schools Unit 2	School Connector Routes	School services provided in Tauranga based on existing contracts	15 January 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018

Unit	Service Level	Description	Commencement
Tauranga Schools Unit 3	School Connector Routes	School services provided in Tauranga based on existing contracts	15 January 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018
Twin City	Commercial Unit	Rotorua to Tauranga	Current
Waihi Beach	Rural Access Routes	Waihi Beach – Waihi – Katikati	10 December 2018
Innovation Unit	To be determined	To allow the delivery of innovative service offerings	July 2018

5.2 Western Bay sub-region

5.2.1 Tauranga public services (from December 2018)

Route number	Service	Service type	Operating hours	Peak frequency (minutes)	Contract unit
Tauranga Western Unit					
1	Pyes Pa	Connector	6:00 am–8:00 pm	20	Tauranga Western
40	Welcome Bay	Connector	6:00 am–8:00 pm	20	Tauranga Western
52x	The Lakes Express	Special	7:00 am–9:00 am, 4:00 pm–6:00 pm Weekdays only	30	Tauranga Western
55	Windermere and Ohauti	Frequent	6:00 am–8:00 pm	15	Tauranga Western
59	Gate Pa and Greerton	Urban Access	6:00 am–8:00 pm	60	Tauranga Western
60	Cambridge Heights	Connector	6:00 am–8:00 pm	20	Tauranga Western
62	Bethlehem	Connector	6:00 am–8:00 pm	20	Tauranga Western
70	Matua	Connector	6:00 am–8:00 pm	20	Tauranga Western
72	Otumoetai	Connector	6:00 am–8:00 pm	20	Tauranga Western

Route number	Service	Service type	Operating hours	Peak frequency (minutes)	Contract unit
Tauranga Eastern Unit					
Cross City	Cross City Connector - Bayfair to Tauranga Crossing	Connector	6:00 am–8:00 pm	30	Tauranga Eastern
CW	City Loop Clockwise	Frequent	6:00 am–8:00 pm	15	Tauranga Eastern
ACW	City Loop Anti-Clockwise	Frequent	6:00 am–8:00 pm	15	Tauranga Eastern
Goldline	Mount to Pāpāmoa Plaza	Urban Access	9:00 am-4:00 pm	60	Tauranga Eastern
30	Pāpāmoa, Wairakei	Connector	6:00 am–8:00 pm*	20	Tauranga Eastern
30x	Pāpāmoa Express	Special	7:00 am-9:00 am, 4:00 pm-6:00 pm Weekdays only	30	Tauranga Eastern
33	Pāpāmoa, The Boulevard	Connector	6:00 am–8:00 pm	20	Tauranga Eastern

*extended operating hours for core services is planned from 2021/22

5.2.2 Tauranga school bus services (from December 2018)

The Regional Council operates approximately 27 school bus services within the Tauranga urban area. The services are divided between the Tauranga eastern and Tauranga western contract units. School services are subject to regular change as school rolls change and new schools open. Full details on these services are available on baybus.co.nz

In addition to these, the Ministry of Education fund a number of services from rural areas as well as some services within the Urban area. Please contact the Ministry of Education for up to date details relating to these services.

Route number	Service	Schools served	Operating hours	Frequency	Contract unit
Tauranga Eastern Unit					
710	The Boulevard/ Emerald Shores	Mount College and Intermediate Pāpāmoa College and Primary	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
711	The Boulevard/ Golden Sands	Mount College and Intermediate Pāpāmoa College and Primary	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
712	Pāpāmoa Plaza	Mount College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
713	Pāpāmoa Plaza	Mount College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
720	Welcome Bay	Mount College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
Tauranga Western Unit					
801	Ohauti and Maungatapu	Tauranga Intermediate and Primary, Maungatapu, St Marys	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
802	Ohauti	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
803	Waikite Road	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
804	Osprey Drive	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
805	Osprey Drive	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
806	Lakes Boulevard/ Cheyne Road	Tauranga Intermediate Saint Mary's Greenpark Primary Greerton Village	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
810	Mt/Maungatapu	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
811	Waikite Road/ Osprey Drive	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
812	Ohauti/ Cameron Road	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
813	Cheyne Road	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit

Route number	Service	Schools served	Operating hours	Frequency	Contract unit
814	Otumoetai	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
815	Waihi Road/ Matua	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
901	Osprey Drive	Tauranga Girls' College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
902	Osprey Drive to TBC/ Ohauti to Maungatapu School	Tauranga Boys' College, Tauranga Girls' College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
903	Cheyne Road	Tauranga Boys' College/ Tauranga Girls' College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
904	Welcome Bay	Otumoetai College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
905	Bethlehem to Otumoetai College and Intermediate/Matua to St Marys	Otumoetai College and Intermediate Saint Marys	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
906	Lakes Boulevard/ Cheyne Road	Greerton Village Greenpar Primary	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
701	Mt/Bayfair Estate/ Maungatapu	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
702	Otumoetai/ Matua	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
703	Waihi Road/ Bethlehem	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
704	Welcome Bay/ Ohauti	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit

5.2.3 Regional services (from December 2018)

A number of regional services operate from the satellite communities within the Western Bay District area through to Tauranga. Detailed service design for these services is ongoing and the services listed below are subject to change prior to the Plan being finalised. For the most up to date planning on these services please contact transport@boprc.govt.nz.

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
80	Katikati commuter	Regional Access	7:00 am–6:30 pm	2 daily, weekdays only*	Northern Corridor to 2024 Tauranga Western from 2024
81	Ōmokoroa commuter	Regional Access	7:00 am–6:30 pm	2 daily, weekdays only*	Northern Corridor to 2024 Tauranga Western from 2024
82	Katikati/Ōmokoroa Shopper	Regional Access	8:00 am–3:00 pm	4 daily, weekdays only	Northern Corridor to 2024 Tauranga Western from 2024
85	Waihi Beach–Waihi–Katikati	Regional Access	8:30 am–5:15 pm	4 daily trips, Thursdays only	Waihi Beach
220	Te Puke	Urban Access	7:00 am–6:00 pm	11 daily, weekdays only*	Tauranga Eastern

* Saturdays services are planned from July 2021.

NB: services do not operate on public holidays

5.3 Rotorua (current)

5.3.1 Urban services

Route number	Service	Service type	Weekday operating hours	Weekday frequency	Contract unit
1	Ngongotahā	Urban Connector	6:30 am–7:00 pm	30	Rotorua
3	Ōwhata	Urban Connector	6:30 am–6:30 pm	30	Rotorua
4	Sunnybrook	Urban Connector	7:00 am–6:30 pm	30	Rotorua
5	Western Heights	Urban Connector	6:30 am–6:30 pm	30	Rotorua
6	Kawaha	Urban Connector	6:30 am–6:30 pm	30	Rotorua
7	Mitchell Downs	Urban Connector	6:30 am–6:30 pm	30	Rotorua
8	Westbrook	Urban Access	7:00 am–6:30 pm	30	Rotorua

Route number	Service	Service type	Weekday operating hours	Weekday frequency	Contract unit
9	Springfield	Urban Connector	6:30 am–6:30 pm	30	Rotorua
10	Rotorua Airport and Ngāpuna	Urban Connector	7:00 am–6:30 pm	30	Rotorua
11	Toi Ohomai via Fenton	Urban Connector	7:00 am–6:30 pm	30	Rotorua
12	Tihi-o-tonga via Glenholme and Tai Ohomai	Urban Connector	7:00 am–6:30 pm	30	Rotorua

5.3.2 Regional services

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
15	Rotorua to Murupara	Regional Access	8:15 am–3:25 pm	2 trips Tuesday, Thursday, Saturday only	Rotorua
15a	Ruatāhuna to Rotorua via Murupara	Regional Access	6:00 am–5:45 pm	2 trips, Friday only	Rotorua

NB: services do not operate on public holidays

5.4 Eastern Bay services (current)

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
131	Matatā-Whaktane	Regional Access	9:00 am–2:10 pm	2 trips Thursday only	Eastern Corridor
122	Whakatāne-Ōhope	Urban Access	7:00 am–6:45 pm	8 daily return services, Monday-Saturday only	Eastern Corridor
147	Ōpōtiki-Whaktane	Regional Access	7:05 am–6:10 pm	2 trips daily Monday, Wednesday only	Eastern Corridor
135	Kawerau-Whakatāne	Regional Access	7:30 am–5:55 pm	2 trips daily Tuesday, Friday only	Eastern Corridor
143a 143b	Whakatāne-Tauranga	Regional Access	9:15 am-4:05 pm	2 trips daily Monday to Saturday only	Eastern Corridor

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
150	Pōtaka – Ōpōtiki	Regional Access	8:15am–4:45 pm	1 trip daily. Tuesday, Thursday only	Eastern Corridor

NB: services do not operate on public holidays

5.5 Matakana passenger ferry services

Bay of Plenty Regional Council supports the Matakana passenger ferry service through a concessionary fares agreement and receives no operating subsidy. Bay of Plenty Regional Council intends to maintain this arrangement.

The ferry service provides a link between Matakana Island and Ōmokoroa and is essential service for residents of the island and visitors.

Part 6: Implementation Plan

Table 1 below, provides indicative implementation dates for public transport projects in the Region over the next ten years. This is not an exhaustive list and is subject to change through the life of the Plan. This list was last updated **August 2018**. If you would like to enquire about a more up to date version please contact transport@boprc.govt.nz.

Table 1 Indicative implementation dates for public transport related projects

Project	Description	When	Project owner
Infrastructure projects			
Hairini Interchange	Interchange to be constructed on Welcome Bay Road to support the new bus network.	2018/19	Tauranga City Council
Bayfair Interchange	Interchange to be constructed on Farm St to support the new bus network.	2018/19	Tauranga City Council
Region wide real time passenger information	Interchange being developed in Brookfield to support the Blueprint Bus Network.	2018/19	BOPRC + Tauranga City Council
Regional Integrated Ticketing Solution	Deployment of a single ticketing platform Region wide to improve level of service for customers.	2018/19	Regional Council Consortium/NZTA
Cameron Road Bus priority – Stage 1	Deployment of short-term bus priority improvements on Cameron Road.	2018/19	Tauranga City Council
Arataki Corridor bus priority measures	Deployment of short-term bus priority improvements in the Arataki transport corridor.	2018/19	Tauranga City Council
Cameron Road Bus priority – Stage 2	Deployment of medium-term bus priority improvements on Cameron Road.	2021/22	Tauranga City Council
Brookfield Interchange	Interchange being developed on at Brookfield to support the Blueprint Bus Network.	2022/23	Tauranga City Council
Development of Western Bay Rapid Transit infrastructure	Pre-implementation investment in Rapid Transit corridors	2022/23	BOPRC
National Integrated Ticketing Solution	Deployment of a single ticketing platform nation-wide to improve level of service for customers, reduce costs, and improve interoperability.	2024/25	All regional councils + Auckland Transport



Project	Description	When	Project owner
Planning projects			
Arataki multi-modal study	Development of a multi-modal transport plan for the Arataki transport corridor.	commenced	Tauranga City Council
Te Tumu multi-modal study	This study is looking at how bus rapid transit can be provided in the Te Tumu growth area alongside high quality cycle infrastructure and travel demand management measures. This will feed into the structure planning for this growth area.	commenced	Tauranga City Council
Cameron Road multi-modal study	Development of a multi-modal transport plan for the Cameron Road corridor including short and long term implementation of bus priority measures.	commenced	Tauranga City Council
Western Bay New Network review	Review of new network performance and network adjustments following bedding-in period	2018/19	BOPRC
Rotorua 3-year network review	3-yearly review of bus services to improve customer satisfaction and operational efficiency.	2018/19	BOPRC
Eastern Bay 3-year network review	3-yearly review of bus services to improve customer satisfaction and operational efficiency.	2018/19	BOPRC
Fare Zone Review for Urban Areas	Examination of new fare zone structure for urban centres, and new fare products available as a result of investment in new ticketing system.	2019/20	BOPRC
Mobility-As-A-Service for Total Mobility	Development of a multi-modal information and marketplace portal for total mobility users.	2019/20	BOPRC
Public Transport Blueprint v2	Investigations into rapid transit options and protection of future public transport corridors. Will connect work to date on Cameron Rd, Arataki corridors and Te Tumu, Tauriko growth areas.	2021/22	BOPRC
Regional Public Transport Plan Review	Review of the Regional Public Transport Plan policies and implementation plan.	2021/22	BOPRC
Western Bay 3-year Review	3-yearly review of bus services to improve customer satisfaction and operational efficiency.	2021/22	BOPRC
Multi-Model Model Development	Development of a forecasting model for public transport as well as active modes to improve project evaluation methods.	2022/23	Tauranga City Council
Mobility-as-a-service for Urban users	Development/extension of a multi-modal information and marketplace portal for urban users.	2022/23	BOPRC

Project	Description	When	Project owner
Service improvements			
Western Bay Public Transport Blueprint Network	Deployment of a new, enhanced bus network in the Western Bay.	2018/19	BOPRC
Concession fares for Rotorua	Users will be able to access concession fares, consistent with the rest of the Region.	2018/19	BOPRC
Region Wide Real time Information system	Development and deployment of an integrated real time information solution across the Region.	2018/19	BOPRC
New Total Mobility Contracts	Review and development of new operating contracts for total mobility service providers.	2018/19	BOPRC
Extended operating hours in Tauranga	Extending operating hours for core services to 9pm Monday to Thursday and 11pm Friday and Saturday.	2021/22	BOPRC
Saturday services for Western Bay	Saturday services for Te Puke, Katikati, and Ōmokoroa.	2021/22	BOPRC
Extension of City Loop service to Greerton	Extension of City Loop service to Greerton.	2021/22	BOPRC
Eastern Bay commuter services	Delivery of commuter services between Western and Eastern Bay of Plenty	2022/23	BOPRC
Public Transport Blueprint v2 enhancements	Rapid transit and growth area enhancements to be developed.	2022/23	BOPRC
Eastern Bay enhanced regional access services	Improvements to connector services in eastern bay to better meet customer needs	2022/23	BOPRC
Rotorua Express Service	Delivery of express service for development areas on the Te Ngae Road corridor and other urban areas. To be identified through network review process	2022/23	BOPRC
Western Bay growth area services	Delivery of local and express services to Western Bay Growth areas	2022/23	BOPRC

Part 7: Investment and funding

This chapter considers future public transport investment and funding in the Region. It discusses the current funding arrangements for public transport services and infrastructure and identifies the level of funding currently planned within the Region. This section also identifies the current funding gap to implement the Tauranga Transport Business Case.

NB: The final version of the Plan will be updated to reflect the LTP's and RLTP recognising that these documents are yet to be finalised.

7.1 Funding of public transport services

7.1.1 Current situation

Public transport services are currently funded on a near equal basis from the NLTF, rates and user fares. The rate component is currently collected on a mix of regional and targeted rates, however, from 2018/19 this will be shifting to an almost entirely targeted rate basis.

The shift towards targeted rates provides critical opportunities including:

- the ability to consult with the public, the level of service and initiatives they want in their own community without needing to consider the cost to the rest of the Region, and
- the ability for BOPRC to directly or indirectly fund infrastructure improvements based on individual communities desires and willingness to pay.

7.1.2 Possible funding changes

With the most recent GPS, there is a significant increase in funding available for public transport from the NLTF. These changes are unlikely to affect the level of investment available to the Region. A targeted increase to funding assistance rates is available however this applies only to projects that are being brought forward as opposed to those planned and being delivered on schedule. Further clarification on this matter is being sought with NZTA.

In addition to this, the Plan sets targets for increasing the component of revenue received from fares to 40% by 2028. This target is to ensure that services are operated efficiently and to allow continued, affordable reinvestment in public transport services.

7.2 Funding of public transport infrastructure

7.2.1 Current situation

Public transport infrastructure is typically the responsibility of district and city councils and NZTA. Over recent years there has been little investment in public transport infrastructure beyond bus shelters and stops. With the agreement of the Blueprint Business Case, Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOPDC) will see investment in interchange, park and ride, and priority infrastructure over the coming years. Full details are available in the appropriate Long Term Plan documents.

For a copy of these, please contact transport@boprc.govt.nz

New Zealand Transport Agency does not have any current plans to invest in public transport infrastructure in the Bay of Plenty Region.

7.2.2 Funding changes

With a shift to fully targeted rates for public transport, BOPRC is in a stronger position to invest, with its partners, in infrastructure to support public transport should the need arise.

Increased Government attention on public transport and, in particular rail and rapid transit may also provide opportunities for increased investment through the NLTF or the Crown.

7.2.3 Other funding sources

Central Government is has made legislative changes that that will allow the implementation of Regional Fuel Taxes to fund transport investment and is actively investigating the role of road pricing in the transport system. The outcome of this may provide additional funding source for public transport services and infrastructure where a case can be made to support this.

7.3 Committed and planned expenditure

7.3.1 Planned investment in public transport

In preparing the Plan, BOPRC was required to take into account the amount of public transport funding likely to be available within the Region.

The cost of delivering public transport services and infrastructure in the Region is currently split between the following sources:

- revenue generated from the fares paid by public transport users and GoldCard subsidies provided by Central Government,
- funding sourced from the National Land Transport Fund (NLTF), administered by the NZTA, and
- funding from BOPRC and territorial authorities.

The estimate of public transport funding for the Region is based on each Councils Long Term Plan (LTP) budgets and the Draft Transport Assessment and Investment Priority document released by NZTA. The public transport funding likely to be available within the Region is shown in Figure 2.

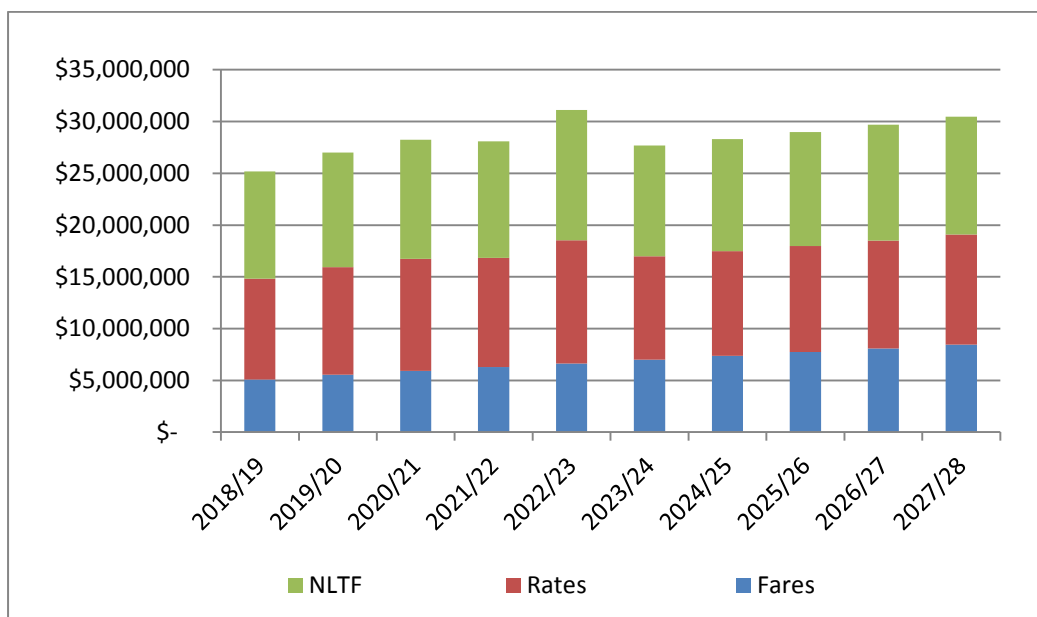


Figure 2 *Planned, region wide operational and capital investment in public transport for the 2018-28 LTP period*

A comprehensive list of planned investments though the LTP period is included as Appendix 4.

7.3.2 Draft Tauranga Transport Business Case funding gap

The TPBC provides a 30 year view for transport in Tauranga is heavily focused towards investment away from private motor vehicles and towards active modes and public transport. The programme calls for a significant boost for investment in public transport from 2021, which is not currently reflected in Regional Council LTP.

The funding gap should the TPBC be agreed by project partners is shown in Table 2:

Table 2 *Operational spending on public transport required in Draft Tauranga Transport Business Case*

Operational spending on public transport 2018-28 period (\$ millions)	
Total spend	380
Unbudgeted in 2018-28 Draft LTP	195

Beyond the current LTP, the Draft Tauranga Transport Business Case calls for a six-fold increase in public transport service expenditure by 2038 and a 250% increase in public transport infrastructure investment. Further details are included below in Table 3.

Table 3 Indicative spending on public transport services and infrastructure from the Draft Tauranga Transport Business Case

Average annual spend (\$ millions)	Period 1 (2018-20)	Decade 1 (2021-2028)	Decade 2 (2028-2038)	Decade 3 (2038 onwards)
Annual Public Transport Capital spend (TCC/NZTA)	8	10	27	21
Annual Public Transport Operational spend (BOPRC)	18	47	86	117

Part 8: Monitoring and review

This chapter describes the processes for monitoring and review of the Plan. The first section outlines the indicators and targets that are used to monitor public transport performance in the Region. The second section details processes for reviewing the Plan. This includes the policy on significance that will be used to determine the significance of any variation to the Plan, and the corresponding level of consultation that will be required.

8.1 Monitoring

The purpose of monitoring is:

- to measure how successful the Plan has been in meeting its objectives,
- to measure the impact of investment in public transport, and
- to evaluate the performance of individual services.

8.1.1 Regional public transport performance

Bay of Plenty Regional Council will monitor the performance of the public transport network to ensure that the investment by the Region and through the NLTF is improving the level of service. BOPRC will measure the performance of services indicators including:

- patronage,
- fare box revenue, and
- customer satisfaction.

In addition to this, BOPRC will monitor the performance of individual services on an annual basis as part of the annual review process.

The most recent measurements of the investment objectives are included as Appendix Two

8.1.2 Other performance measures

Western Bay Public Transport Blueprint Programme and Network Business Case developed investment objectives to measure the progress of the programme over the next ten years.

Eastern Bay of Plenty Bus Network Review - Programme Business Case was adopted in 2015 and developed investment objectives to measure the progress of the programme over the next ten years.

The most recent measurements of the investment objectives are included in Appendix Two.

8.2 Review

Bay of Plenty Regional Council is required to review the Plan following or in line with changes to the Regional Land Transport Plan and can be current for a period between three and ten years.

At any time that BOPRC desires or when the plan no longer meets its legislative requirements, then a variation to the Plan can be undertaken. If the variation is considered to be significant, in accordance with the significance policy, consultation is required.

8.2.1 Policy on significance

The following policy sets out how to determine the significance of variations to the Plan as required by the LTMA.

The Plan can be varied at any time but consultation will be required in accordance with Section 126 of the LTMA if the variation is significant.

The significance of any proposed variation will be made on a case by case basis. When making a decision on significance, the Regional Council will consider the following matters:

- the reasons for the variation,
- the options available to the Regional Council,
- those likely to be affected by the variation,
- the extent to which the variation affects the RLTP or any of the Region's local authority Long Term Plans,
- consistency with national or regional policies and strategies,
- consistency with the strategic direction in the Plan, and
- effects on the overall affordability and integrity of the Plan.

Matters that are considered significant include:

- the addition of a unit, and
- amendment of the policy on significance.

Matters that are not considered significant include:

- the addition, removal or amendment of any matter that has already been consulted on in accordance with Section 125 of the LTMA,
- The addition, removal, or amendment of policies or objectives required to maintain consistency with any other plan, policy or directive of BOPRC or Central Government,
- the addition, removal or amendment of any activity amounting to less than 10 percent of the total cost of providing public transport services in the Region in any one financial year, and
- minor editorial changes to the Plan.

Appendices



Appendix 1 – Glossary

Term/Acronym	Meaning
ATO	Approved Taxi Organisation
BOPRC	Bay of Plenty Regional Council
GPS	Government Policy Statement on Land Transport Funding
LTMA	Land Transport Management Act
Long Term Plan	A plan prepared by all local authorities under the Local Government Act and covering a period of at least ten years. <i>Also known as Ten Year Plan.</i>
MoE	Ministry of Education
National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the National Land Transport Programme.
National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the National Land Transport Fund.
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	New Zealand Transport Agency
PTOM	Public Transport Operating Model
Regional Council	Bay of Plenty Regional Council
RLTP	Bay of Plenty Regional Land Transport Programme
RLTS	Bay of Plenty Regional Land Transport Strategy
The Plan	Bay of Plenty Regional Public Transport Plan
Smartride card	An electronic debit card that enables users to load credit and receive discounts on public transport.
SuperGold card	A discounts and concessions card issued free to all New Zealand residents aged 65 years and over and those under 65 years receiving a Veteran's Pension or New Zealand Superannuation, in recognition of their contribution to New Zealand society. SuperGold card holders receive free off-peak public bus travel.
The Blueprint	The Western Bay of Plenty Public Transport Blueprint
Ten Year Plan	A plan prepared by all local authorities under the Local Government Act and covering a period of at least ten years. <i>Also known as Long Term Plan</i>
The Plan	Bay of Plenty Regional Public Transport Plan
Total Mobility	A nationwide scheme that provides a subsidised taxi service to people with serious mobility constraints.

Appendix 2 – Monitoring results

Region wide monitoring results

Measure	2016/17 Baseline	2017/18	2018/19	2019/20
Customer Satisfaction	92%			
Fare Box Recovery	30.8			
Patronage	3,132,219			
Perception of Safety and Security Increase perceptions of safety and security above 2017 levels	8.44			
Kilometres completed with electric buses	0			

Western Bay Public Transport Blueprint monitoring results (design case)

Blueprint investment objectives	2016/17 Baseline	2018/19	2019/20	2020/21
Reduce bus travel times on key corridors by 20% by 2026 (AM peak average)	1.00			
Target a bus passenger mode share of 10% on key corridors by 2026	6%			
Increase the fare box recovery ratio to 45% by 2026	28%			
95% of bus services will operate within five minutes of schedule during AM peak by 2026	80% (estimate)			
Implement at least 50% of the projects identified in the PBC by 2021 and 100% by 2026	0%			
The organisations responsible for investing will commit 100% of the necessary funding as defined in the PBC by 2026	0%			
Tauranga City Council	0%			
Western Bay of Plenty District	0%			
Regional Council	0%			

Eastern Bay Public Transport Review monitoring results

Investment objectives	2014/15 Baseline	2016/17	2017/18	2018/19
Services that meet customer needs				
95% of respondents cite satisfaction with current service (all rural services)	non-available	94.5%		
Increase Patronage to 50,000 by 2027	41,938	40,226		
Reduce number of “did not attends” for DHB services to 5% (non-maori)	6%	6%		
Reduce number of “did not attends” for DHB services to 5% (maori)	14%	14%		
More travel choice				
Number of destination pairs that are reasonably accessible using PT remains above 130	78	100		
20% of population within 400 m of an accessible bus service	TBC	TBC		
More efficient transport network				
Increase farebox recovery to 42% by 2018/19	35%	31%		
Person km travelled per in service km increased to 8 by 2018/19	6.2	4.8		

Appendix 3 – Giving effect to the Regional Land Transport Plan

The Plan must give effect to the public transport components of the RLTP. The following table identifies the individual public service components of the RLTP and sets out how the Plan gives effect to them.

RLTP 2018-28 public transport component	How this Plan gives effect
Policies	
8. Ensure that future transport corridors are identified and protected in strategies and plans	Reflected in Policy 2
9. Ensure that the location and design of new development in urban areas, including greenfield urban development ¹ , gives effect to: <ul style="list-style-type: none"> • minimising the number of private motor vehicle trips, • minimising the distance of remaining private motor vehicle trips, and • increasing the uptake of walking, cycling and public transport 	Reflected in Policy 4 and Policy 6
11. Require that high person trip generating activities locate in town centres or in locations that have good access to the Region's strategic public transport network.	Reflected in Policy 6 and Policy 1
15. Actively promote alternative transport and fuel technologies that reduce the use of fossil fuels.	Reflected through the document in terms of promoting "alternative" transport. Also reflected in Policy 22
16. Adopt national best practice fuel efficiency and emissions standards when procuring public transport services.	Reflected in Policy 22
22. Implement school walking and cycling programmes to increase safety and reduce congestion associated with schools at peak times. (<i>city and district councils</i>)	Supported in Policy 20

¹ For the western Bay of Plenty sub-region this means growth management areas identified in the Bay of Plenty Regional Policy Statement.



Appendix 4 – Land Transport Management Act requirements

A regional public transport plan must contribute to the purpose of the LTMA which is an efficient and effective land transport system in the public interest (Section 3 of the LTMA). A regional council must also, when preparing a statement of proposal to adopt a regional public transport plan and before adopting a regional public transport plan, be satisfied that the proposal satisfies the requirements of Section 123 of the LTMA. The following table contains an assessment against the requirements of Sections 3, 114 and 123. Bay of Plenty Regional Council is satisfied that the Plan complies with the LTMA.

LTMA Reference	Provision	Contribution
3 Purpose	The purpose of this Act is to contribute to an effective, efficient, and safe land transport system in the public interest”.	The Plan’s contribution to the purpose of the LTMA, and the efficiency and effectiveness of the overall strategic approach to public transport in the Bay of Plenty Region has been assessed through the RLTP.
115 Principles “(1) (a)	Regional councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers.	The Plan includes a section on working together which covers both our relationship with operators and territorial authorities.
115 (1) (b)	The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth.	Enhanced levels of service on Regional Strategic Corridors in Tauranga and Rotorua will contribute to improved journey times, reduced congestion, more efficient freight supply chains and better use of existing transport capacity. The coverage providing by the regional public transport network as a whole will provide better access to markets, employment and areas that contribute to economic growth.
115 (1) (c)	Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently.	The establishment of units and implementation of PTOM is designed to enable efficient contracting for service in a transparent market.
115 (1) (d)	Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services.	Policies 10 and 11 address efficient through maintaining a reasonable farebox recovery target.
115 (1) (e)	The planning and procurement of public transport services should be transparent.	Reflected in policies 17 and 18



LTMA Reference	Provision	Contribution
124 (a) (ii)	Has been prepared in accordance with any relevant guidelines that the NZTA has issued.	NZTA's <i>Requirements for Urban Buses</i> (2011) have been taken into account and referenced in this Plan. NZTA guidance note issues August 2017 has been taken into consideration in the Plan.
124(c)(i)	Take into account any national energy efficiency and conservation strategy.	Reflected in Policy 22 and through monitoring of electric bus travel distance.
124(c)(ii)	Take into account any relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan under the Resource Management Act 1991.	All relevant policies and plans have been considered in developing the Plan.
124(c)(iii)	Take into account the public transport funding likely to be available within the Region.	All funding required to implement the Plan is included within LTPs and NLTF funding submissions for the appropriate agencies.
124(c)(iv)	Take into account the need to obtain the best value for money, having regard to the desirability of encouraging fair competition and a competitive and efficient market for public transport services.	BOPRC has developed a procurement strategy for transport activities. The objective of the strategy is to procure public transport services in a way that: achieves value for money, encourages competitive and efficient markets, and sustains those markets.
124(c)(v)	Take into account the views of public transport operators in the Region.	A workshop was conducted with total mobility operators to enable their views to be taken into account during the development of the Plan.
19(c)	Consider the needs of persons who are transport disadvantaged.	Part 3 of the Plan considers the needs of the transport disadvantaged.

Appendix 5 – Planned public transport investment

Planned expenditure on Public Transport (Draft LTPs)											
	Owner	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Maintenance Bus Bays & Shelters	TCC	-	-	\$ 110,000	-	\$ 220,000	-	-	-	-	-
Bus Shelter Installation	TCC	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
City Centre Bus Interchange	TCC	\$ 100,000	-	\$ 2,500,000	-	-	-	-	-	-	-
Hairini Bus Interchange	TCC	\$ 900,000	-	-	-	-	-	-	-	-	-
Improved pedestrian connections for bus services	TCC	\$ 300,000	\$ 200,000	-	-	-	-	-	-	-	-
Brookfield Interchange - Final solution	TCC	-	-	-	\$ 50,000	\$ 850,000	-	-	-	-	-
Brookfield Interchange - Interim solution	TCC	\$ 250,000	-	-	-	-	-	-	-	-	-
Peak hour traffic management and PT priority	TCC	\$ 450,000	\$ 1,000,000	-	\$ 1,500,000	\$ 2,000,000					
Mount Drury minor interchange	TCC	\$ 100,000	-	-	-	-	-	-	-	-	-
Windermere Campus interchange improvements	TCC		\$ 150,000								
Realtime passenger information system	TCC		\$ 100,000	\$ 500,000							
Trial Pāpāmoa Express	BOPRC	\$ 271,000	\$ 538,000								
Trial Goldline Service	BOPRC	\$ 450,000	\$ 450,000								
Rotorua CCTV	BOPRC	\$ 156,000									
WiFi on Buses - Rotorua	BOPRC	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000
WiFi on Buses - Tauranga	BOPRC	\$ 316,800	\$ 316,800	\$ 316,800	\$ 316,800	\$ 316,800	\$ 316,800	\$ 316,800	\$ 316,800	\$ 316,800	\$ 316,800
Shelter installs	Whakatāne District	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
Shelter installs	Rotorua District	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Shelter installs	Western Bay District	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
New Ticketing Machines	BOPRC					\$ 947,000					
Work category 511 – Bus services	BOPRC	\$19,666,743	\$21,994,038	\$22,479,325	\$23,876,561	\$24,426,986	\$24,988,374	\$25,587,043	\$26,227,377	\$26,909,376	\$27,635,234
Fares and Revenue	BOPRC	-\$ 4,347,286	-\$ 4,818,401	-\$ 5,188,031	-\$ 5,548,431	-\$ 5,908,431	-\$ 6,278,431	-\$ 6,638,431	-\$ 6,998,431	-\$ 7,358,431	-\$ 7,728,431
Miscellaneous revenue	BOPRC	-\$ 734,167	-\$ 733,535	-\$ 733,535	-\$ 733,535	-\$ 733,535	-\$ 733,535	-\$ 733,535	-\$ 733,535	-\$ 733,535	-\$ 733,535
512 – Passenger ferry services	BOPRC	\$ 48,450	\$ 49,514	\$ 50,607	\$ 50,607	\$ 50,607	\$ 50,607	\$ 50,607	\$ 50,607	\$ 50,607	\$ 50,607
517 – Total mobility services	BOPRC	\$ 592,175	\$ 584,191	\$ 617,833	\$ 617,833	\$ 617,833	\$ 617,833	\$ 617,833	\$ 617,833	\$ 617,833	\$ 617,833
519 – Total Mobility wheel chair hoists	BOPRC	\$ 51,000	\$ 52,120	\$ 53,270	\$ 53,270	\$ 53,270	\$ 53,270	\$ 53,270	\$ 53,270	\$ 53,270	\$ 53,270
521 – Total mobility hoist use payments	BOPRC	\$ 191,760	\$ 195,971	\$ 209,884	\$ 209,884	\$ 209,884	\$ 209,884	\$ 209,884	\$ 209,884	\$ 209,884	\$ 209,884
524 - Public transport information supply	BOPRC	\$ 1,022,676	\$ 1,068,832	\$ 1,092,415	\$ 1,116,409	\$ 1,120,654	\$ 1,146,409	\$ 1,173,874	\$ 1,203,251	\$ 1,234,540	\$ 1,267,841

Receives Only – No Decisions



Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Mat Taylor, General Manager, Corporate Performance

Councillor Expenditure July 2017 to June 2018

Executive Summary

This report presents Councillors' Expenditure for the period 1 July 2017 to 30 June 2018.

Recommendations

That the Regional Council:

- 1 Receives the report, Councillor Expenditure July 2017 to June 2018;**

1 Compliance with relevant legislation and policies

Under clause 6, schedule 7 of the Local Government Act 2002 and the Remuneration Authority Act 1977, the Remuneration Authority is required to determine the remuneration, allowances, and expenses of elected members of local authorities. Council is required to develop policies to provide guidance on Council allowances and expenses while working within the rates and thresholds set by the Remuneration Authority.

Councillors' expenditure is managed under "*Policy on elected and appointed members' allowances and recovery of expenses 2017-2018*". This sets out the rules and guidelines for councillors when claiming recovery of allowances and expenses.

2 Expenditure Summary

A professional development amount of \$3,500 is allocated to each Councillor with requests to attend courses or conferences jointly approved by the Chairman and the Chief Executive. Expenditure includes course or conference registration and associated travel, accommodation and incidentals.

There are times when the Chairman or Councillor is required to attend an event, course or conference on behalf of the Council or holds a representative role on LGNZ. These require prior joint approval from the Chairman and Chief Executive or in the case of the Chairman – the Deputy Chair and the Chief Executive. Expenditure

includes event, course or conference registration and associated travel, accommodation and incidentals.

Councillor expenditure also includes normal council/committee business and meeting mileage and expenses as per the Remuneration Authority Guidelines and BOPRC Elected and Appointed Members allowances and expenses policy referred to earlier.

All councillor expenditure for the 2017/18 financial year, as shown in the Councillor Expenditure Summary Appendix 1, was reviewed and approved on a monthly basis. Councillors received an individual summary of their expenditure to review prior to the information being presented at this meeting.

3 Council's Accountability Framework

3.1 Community Outcomes

This reporting directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

3.2 Long Term Plan Alignment

This work is planned under the Governance Activity in the Long Term Plan 2018-2028.

Current Budget Implications

This work is being undertaken within the current budget for the Governance Services Activity in the Annual Plan 2017/18.

Future Budget Implications

Future work on Councillors' Expenses is provided for in Council's Long Term Plan 2018-2028.

Yvonne Tatton
Interim Governance Manager

for General Manager, Corporate Performance

28 August 2018

APPENDIX 1

2017-2018 Councillor Expenditure Combined Summary pdf

Councillor Expenditure - for Year 2017/2018

Councillor		Professional Development	Travel Time	Mileage	Non-Taxable Reimbursements	Meeting fees - other hearings	Council Related Business	Communication Allowance	Total Claim
		\$	\$	Petrol - \$0.73 <= 10,000km Electric -\$0.81 <= 10,000km \$0.37 > 10,000km			\$	\$	\$
5002	Bruning	-	1,443.75	2,993.00	58.00	-	-	950.00	\$ 5,444.75
5080	Clark	-	2,684.25	7,198.53	108.00	-	-	990.00	\$ 10,980.78
5051	Cronin	4,199.92	-	-	-	-	-	950.00	\$ 5,149.92
5082	Crosby	721.12	321.00	2,385.64	200.00	-	3,285.85	990.00	\$ 7,903.61
5005	Leeder	-	-	-	772.50	-	26,650.00	-	\$ 27,422.50
5004	Love	3,736.93	1,087.50	3,274.42	356.50	560.00	1,111.81	950.00	\$ 11,077.16
5069	Marr	2,054.00	4,050.00	7,496.30	192.00	-	-	950.00	\$ 14,742.30
5083	McDonald	3,439.07	525.00	1,272.68	20.00	-	-	990.00	\$ 6,246.75
5074	Nees	2,258.75	727.88	5,631.22	399.43	6,692.80	4,846.43	950.00	\$ 21,506.51
5006	Tahana	2,415.47	1,183.13	3,801.11	142.60	280.00	3,956.16	950.00	\$ 12,728.47
5077	Thompson	-	-	-	-	-	-	950.00	\$ 950.00
5076	Thurston	-	3,431.00	6,949.82	269.00	-	122.64	950.00	\$ 11,722.46
5079	von Dadelszen	159.57	518.63	510.42	34.90	4,100.00	-	990.00	\$ 6,313.52
5081	Winters	224.69	2,756.25	5,737.80	178.40	-	-	990.00	\$ 9,887.14
	TOTAL	\$ 19,209.52	\$ 18,728.39	\$ 47,250.94	\$ 2,731.33	\$ 11,632.80	\$ 39,972.89	\$ 12,550.00	\$ 152,075.87

Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Sarah Omundsen, Acting General Manager, Regulatory Services

Contract for Aids to Navigation Maintenance and Log Recovery

Executive Summary

The purpose of this report is to seek Regional Council approval of the Procurement Plan for the tender process for the contract for maintenance of Navigation Aids and the removal of logs and debris. The value of the contract exceeds staff financial delegations.

The Procurement Plan is designed to secure the services of an experienced and capable marine contractor with an open and transparent process. It aligns with government best practice and Regional Council's own internal contracts procedures.

There are no budget implications associated with the Plan as the required funding is already approved through the Long Term Plan 2018-28.

Recommendations

That the Regional Council:

- 1 Receives the report, Contract for Aids to Navigation Maintenance and Log Recovery;**
- 2 Approves the Procurement Plan for navigational aid and debris removal;**
- 3 Approves going to market to invite tenders as set out in the Procurement Plan;**
- 4 Delegates to the Chief Executive, through acceptance of the Procurement Plan, the ability to approve the tender for the Marine Navigation Maintenance and Log Retrieval contract;**
- 5 Confirms that the decision has a low level of significance.**

1 Purpose

The purpose of this report is to seek Regional Council approval of the Procurement Plan for the tender process for the contract for maintenance of Navigation Aids and the removal of logs and debris.

2 Background

Regional Council is seeking to award a contract to carry out work associated with maintenance, installation and removal of aids to navigation that the Council does not have the plant or capacity to deal with in-house. Council has a duty to carry out this maintenance to the international IALA standards (International Standard of Lighthouse Authorities). The maintenance may include lighting, labelling, painting or partial or full replacement as directed by the Harbourmaster.

The contractor also needs to be available, along with a suitable vessel and staff, for a 24/7 response to removing logs and debris in Tauranga Harbour to limit the risk of these becoming navigational hazards.

3 Procurement Plan

The New Zealand Government is recommending as good practice for all organisations to gain approval on their method of procurement before they go to market.

A Procurement Plan has been developed for the navigational aid maintenance and debris removal, and this is attached to for Council's consideration and approval.

Council staff propose to use an open tender approach to the procurement. The Plan outlines the proposed tendering process, tender team, evaluation methodology, risk assessment and probity. The Plan also specifies the proposed term of the contract (four years), and the total estimated costs (\$1.46M).

The funding needed for the contract work outlined in this paper is aligned with the approved budget for the Maritime Activity in the Annual Plan 2018-19 and Long Term Plan 2018-28. No additional funding is required.

4 Implications for Māori

Māori are potentially affected parties in relation to Navigation Safety processes. Council has responsibilities to Māori that are prescribed under a number of statutes, principally the Resource Management Act 1991 (RMA) and the Local Government Act 2002 (LGA). These include enabling participation in decision making, having regard to kaitiakitanga, consultation and fostering development. Considering the implications for Māori when undertaking navigation safety work going forward is necessary and will be a requirement of the successful contractor.

5 Council's Accountability Framework

5.1 Community Outcomes

This project/proposal directly contributes to the Safe and Resilient Community Outcome in the Council's Long Term Plan 2018-2028. The maintenance of aids to navigation and retrieval of logs and debris contributes to the safety of all harbour users.

5.2 Long Term Plan Alignment

This work is planned under the Maritime Operations Activity in the Long Term Plan 2018-2028.

Current Budget Implications

The estimated annual navigation aid maintenance is \$135,000. The estimated annual log/debris removal costs are \$230,000. The total annual cost is \$365,000, or \$1,460,000 over four years. This work is being undertaken within the current budget for the Maritime Operations Activity in the Annual Plan 2018-19 and is budgeted in the Long Term Plan 2018-28.

Future Budget Implications

Future work on Navigational Aid Maintenance and Debris Removal is provided for in Council's Long Term Plan 2018-2028.

Chris Isherwood
Deputy Harbourmaster

for Acting General Manager, Regulatory Services

28 August 2018

APPENDIX 1

2019 0001 - Contract for Aids to Navigation maintenance and Log Recovery (pdf)

PROCUREMENT PLAN

1. Overview of procurement	
Short description	<p>The Council is seeking to award a contract to a marine contractor to carry out work associated with maintenance, installation and removal of aids to navigation that Council does not have the plant or capacity to deal with in-house.</p> <p>The marine contractor needs to be available along with suitable vessel and staff for a 24/7 response to logs and debris at Tauranga harbour.</p>
Project name (if applicable)	Navigational Aid Maintenance and Debris Removal
Procurement Project Leader	Chris Isherwood
Date of Procurement Plan	July 2 nd 2018
Proposed supply arrangement	<p>Single Supplier</p> <p>Proposed term of contract is 4 years – initial term of 2 years followed by a 1+1 right of renewal based on satisfactory performance.</p>

2. Summary of requirements	
The requirements	<p>Contractor to provide assistance with Navigational Aid maintenance which may be scheduled or urgent on call work. Navigation aids need to be maintained to fully functional standard set by the International Standard of Lighthouse Authorities (IALA) which may include lighting, labelling, painting or partial or full replacement as per Harbourmasters directions.</p> <p>The provision of aids to navigation must conform to IALA. To meet these safety standards AtoN's carry classifications 1, 2 and 3. A callout to undertake repairs to a category 1 AtoN must be immediate, category 2 must be within 24 hours and category 3 within the next working day. The contractor must be able to meet this obligation.</p> <p>Additionally, the contract requires 24/7 response to log and debris callouts to limit risk of such becoming navigational hazards.</p>
Mandatory requirements	<p>To complete requirements of the contract, contractor must be able to respond within the timeframes and have at their disposal suitable and certified vessels and plant for specific tasks. Staff must be fully qualified to operate and assist in tasks and adhere to the various health and safety requirements. These requirements include but are not limited to Health and Safety at Work Act 2015, Maritime New Zealand requirements for vessels and staff (Maritime Operational Safety Standards), Commercial Diving requirements, machinery operating requirements for example crane operations, cutting equipment, vessels in current survey, machinery</p>

	<p>tested/rated as appropriate (crane and associated lifting gear).</p> <p>All staff shall hold correct and current certifications for various works to be undertaken.</p> <p>Selected contractor shall be H&S pre-qualified with SHE Software Limited before the start of the contract.</p>
Requirements relating to health and safety, sustainability, cultural needs or environmental protection.	<p>Contractor must adhere to all industry standards of health and safety for the various tasks involved in this contract. Maritime Operating Safety Standards must be current.</p> <p>To be H&S Pre-qualified with SHE Software Limited.</p> <p>Other H&S requirements will vary along with the requirements of this contract and may include Occupational Diving HSE, various machinery operating requirements, working at heights, confined/limited access areas (under port apron/wharf).</p> <p>Maritime Operating Safety Standards must be current.</p>
Users	Maritime

3. Estimate of total cost	
Estimated total cost of the supply arrangement	<p>Estimated annual Navigation Aid maintenance, inclusive of moorings work for Council and wreck removal : \$135,000.00</p> <p>Estimated annual log/debris costs : \$230,000.00</p> <p>Total annual cost : \$365,000.00</p> <p>Total Cost for 4 years = \$1,460,000.00</p>
Confirm budget available and cost centre code	<p>LTP</p> <p>Navigation safety 3502 – Contract Work 2500</p>
External funding	No
Budget Recovery	Annual approximately \$155,000.00 from Stevedore firms responsible for dropping export logs into harbour.

4. Overview of sourcing approach	
Degree of competition	Open
Stages and type of request	Single. Standard RFQ
Submissions	Two envelopes. Price and Non-Price marked separately.

Proposed form of contract	Contract for Services
Commentary to support any departure from the standard procurement procedures	No departure from the standard procurement procedures

5. Selection criteria		
Evaluation method	Weighted attributes	
Criteria with weightings	Criteria	Weightings
	Relevant experience in completing the services	25
	Capability (Local Knowledge qualification & experience of staff)	25
	Plant and equipment to complete the services	25
	Value for money	25
	Provide a summary list of the selection criteria and weightings (if applicable). Note any that are to be assessed on a pass/fail basis.	
Due diligence (if any)	Tender document to include company experience in similar past or present projects	

6. Key milestones for procurement	
Approach market by:	21 st September 2018
Submissions closing date:	17 th October 2018
Supplier selected	2 nd November 2018
Contract award by:	16 th November 2018
Contract commencement by:	1 st December 2018

7. Staff involved	
Procurement Project Team	Chris Isherwood Project Leader, Astin Jose Procurement Advisor, Daniel Rapson Maritime Officer

Others	Peter Buell Regional Harbourmaster Maritime Manager
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8. Commentary	
Summary of risks (if any)	There are at least 5 marine contractors based in this region that we are aware of, including the incumbent contractor. There is an expectation that some or all of these contractors could tender for this work. All of the locally based contractors are well known to Maritime staff therefore procurement team participation in this procedure is essential to ensure transparency. Based on previous tender processes some interest from outside the region may be received as well.
Issues or complexities (if any)	The successful contractor would need to have a robust business operation, well capable of operating at all times of the day and night as well as in poor weather conditions and occasionally at very short notice.
Further comments (if any)	<p>To assist with a fair comparison of the applicants, tender documentation needs to list the following :</p> <ul style="list-style-type: none"> • All vessels with both hourly and day rate stating whether this rate is inclusive of all plant, skipper and crew • Skipper hourly rate • Deckhand hourly rate • Unskilled labour hourly rate • Specified plant ie welder/trailer etc hourly and day rates • Mileage rates • Specify company experience in past or present similar projects • Full CV submitted for each staff member

9. Procurement process approvals	
Invitation is fit for release	Contract Manager
Selection / shortlisting recommendation is approved	Staff member with Delegated Financial Authority
Draft contract is appropriate	Contract Manager
Supplier Selection and Contract Award (offer acceptance)	Chief Executive – sub-delegated by Regional Council as applicable

10. Probity

Probity in this procurement will be managed by:

- acting fairly, impartially and with integrity, acting lawfully, and being accountable and transparent.
- ensuring compliance with the Council's code of conduct is complied with.
- ensuring that financial authority for the procurement is approved before proceeding to tender.
- identifying and effectively managing all conflicts of interest.
- protecting the supplier's commercially sensitive and confidential information.
- offering each supplier a comprehensive debrief at the end of the tender process.

11. Procurement Plan (this document) endorsements and approvals

Description	Name / Position	Signature	Date
Prepared by:	Chris Isherwood Deputy Harbourmaster		20/8/18
Endorsed (if applicable):			
Approved: (Delegated Financial Authority):			

Attachments

Receives Only – No Decisions



Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Mat Taylor, General Manager, Corporate Performance

Health, Safety and People Report

Executive Summary

This purpose of this report is to inform and update Elected Members on organisational health, safety and people matters. The report and attachments cover two separate areas of operations that both sit in the Corporate Performance Group, these two areas have therefore been collated into one report for efficiency.

The health and safety section provides Elected Members, as Officers under the Health and Safety at Work Act (2015), information on occupational health and safety matters.

The People section provides Council with key human resource metrics as at 30 June 2018.

Recommendations

That the Regional Council:

- 1 Receives the report, Health, Safety and People Report;**
- 2 Notes the information set out in the reports.**

1 Reports

Attached are sub-reports that cover health and safety reporting to aid Elected Members in meeting the due diligence requirements of the Health and Safety at Work Act 2015, along with key employee statistics.

Health and Safety

The attached report provides an overview of Council's health and safety performance, with a mix of statistical data reported through Council's safety management software, along with commentary.

People

The attached report contains the key metrics on employee numbers, locations and demographics.

2 Council's Accountability Framework

2.1 Community Outcomes

This report indirectly contributes to the Community Outcome/s in the council's Long Term Plan 2018-2028.

2.2 Long Term Plan Alignment

This work is being undertaken under the Corporate Services Activity of Council's Long Term Plan 2018-2028.

Current Budget Implications

This work is being undertaken within the current budget for the Corporate Services Activity in the Annual Plan 2018/19

Future Budget Implications

Future work is provided for in Council's Long Term Plan 2018-2028.

Chris Woods
Health & Safety Manager

for General Manager, Corporate Performance

28 August 2018

APPENDIX 1

Council Health and Safety Report Apr to June 2018



Health and Safety Report

For the period 1 April 2018 to 30 June 2018

1. Introduction

Elected Members, as “Officers” under the Health and Safety at Work Act 2015 are responsible for ensuring that Council complies with the statutory requirements of the Health and Safety at Work Act and its associated regulations. Officers meet this requirement by undertaking due diligence at a governance level to satisfy themselves that the six elements of due diligence are being met. The six elements of due diligence are to:

- a. Continuously learn about, and keep up to date with, work health and safety issues
- b. Understand the nature of the work of the organisation
- c. Know the nature of the risks that workers and volunteers may face when working for the organisation
- d. Check that the organisation has appropriate resources and processes to eliminate or minimise risks to health and safety, and that these are used
- e. Check that the organisation has processes in place to communicate and consider information about work health and safety, and to respond to that information
- f. Check that the organisation has processes in place to comply with any duties and requirements under work health and safety law, and uses them.

This report provides an overview of Council’s health and safety performance, with a mix of statistical data reported through Council’s safety management software (Vault) and staff commentary.

2. Executive Summary

This period has seen a decrease in first aid and medical treatment injuries, along with a slight increase in lost time injuries. Each event was disparate with no common root causes that would trigger a significant review of existing controls. Variations are also typical this period due to the reduced physical works activity that occurs over winter.

As reflected in the “Current and Future Work” section of this report, there is significant work underway to improve areas around lone work, pump station safety, asbestos management, occupational health, auditing and benchmarking.

3. Performance Indicators

a. Definitions

Notifiable Event – Fatality, serious injury or illness, or near-miss that presented imminent risk of harm. These events are required to be formally notified to WorkSafe NZ.

Lost Time Event – Harm that resulted in an entire shift or day(s) off work.

Medical Treatment Event – Harm that required treatment by a medical professional.

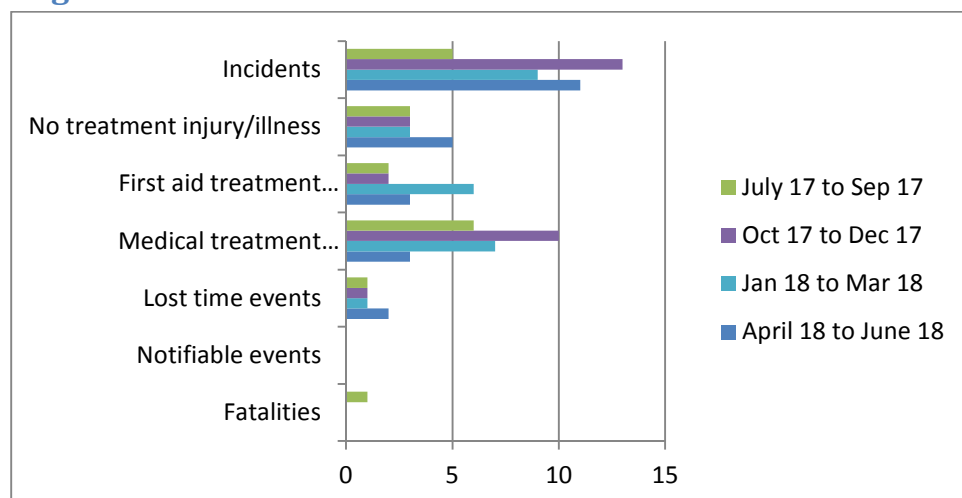
Incident – A safety event in which no harm occurred but there was damage or loss.

Near Miss – an event that resulted in no harm, damage or loss but that in different circumstances could have done so.

Lag indicator – Historical events that reflect failures in risk controls as some form of harm, damage or loss occurred.

Lead indicator – Proactive events that measure and monitor that safe systems of work are effective and that they are being followed. Lead indicators also include competence and behavioural elements.

b. Lag Indicators



Commentary

- The two lost time injuries this period were:
 - Back sprain related to workstation setup that resulted in four days off.
 - A shin injury during swift water training that became infected and resulted in one day off.

- Medical treatment injuries have declined again this quarter. The three events were:
 - Inflamed knee caused by working on IT cables while crouched.
 - Bruised rib when a farm gate dropped unexpectedly while being closed.
 - Back sprain incurred while pulling a boat out of a canal.
- Of the 9 incidents reported, six related to a vehicle and three to customer abusive or threatening behaviour.
- First aid treatment events have declined this quarter.

c. Lead Indicators

Near-misses reported	25
Staff training completed	115
Workers acknowledged by the H&S Committee for good H&S performance.	9
Number of corrective actions implemented.	235
H&S Committee meetings held	3
Elected Member H&S training attended	0
Chief Executive H&S training attended	0
General Manager H&S training attended	0
H&S staff training attended	1

Commentary

Note that the corrective actions count includes team amendments of existing risk controls as part of the risk review process.

4. Current and Future Work

- a. A review of lone work devices and controls is underway, with data being collected on the type of risks faced; this will be used to identify the most effective controls required for both individuals and teams.
- b. As a result of a site inspection by the H&S team there is work underway to improve pump station safety. Areas for improvement found are related to; moving machinery, confined spaces, electrical safety and pump station security.
- c. The “Health and Safety at Work (Asbestos) Regulations 2016” was rewritten following the Health and Safety and Work Act changes and took effect in April of this year. This regulation requires organisations to have an “asbestos management plan” for all sites that have asbestos present. Prior to developing an asbestos management plan sites require an asbestos survey to be completed, this has been done for the two main office blocks as part of the refurbishment and all asbestos is being removed as part of the refurbishment. This leaves the other BOPRC-owned assets to be assessed, which have been identified as the Edgecumbe and Ōpōtiki depots and the 40 pump stations across the region, this work is underway.
- d. BOPLASS has recently secured a negotiated rate for the provision of occupational health services for BOP Councils. Occupational health covers two main areas; health monitoring of staff exposed to a health risk (noise, chemicals, dusts, asbestos etc) and occupational environmental monitoring of sites (assessing noise levels, dusts etc in the workplace). The appointed provider is Waikato Occupational Health Consultancy, they are also providing services to Waikato LASS and feedback has been that their level of service is excellent.
- e. Monitoring and auditing was identified in the KPMG H&S audits as an area to improve and a draft process to provide the second line of assurance has been developed. This is currently being checked against other organisations to help ensure it is fit for purpose and reflects the BOPRC context.
- f. There has been a project underway for some months on establishing H&S benchmarking across the BOP and Waikato councils through the respective LASS H&S forums. Current state is that proposed benchmarking metrics have been developed and approved by the two LASS H&S forums. This will progress to the LASS Boards for adoption.

APPENDIX 2

People Report for Council 31 July 2018

Bay of Plenty Regional Council

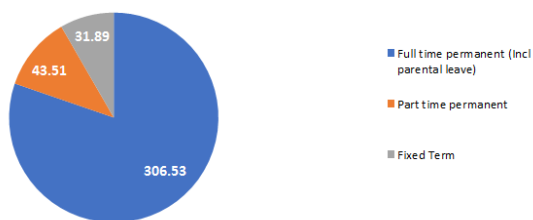
People Report From: People & Capability Team
As at: 31 July 2018

This report details our people numbers, turnover and length of service, regional allocation of staff and gender as at 31 July 2018. It also highlights the level of staff engagement organisational development initiatives that have taken place over the last quarter.

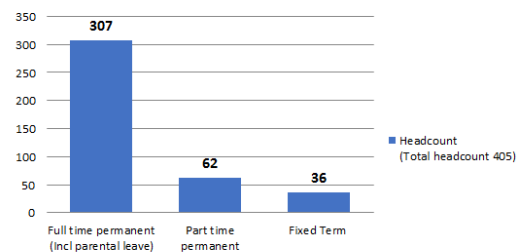
1 People numbers

1.1 Total number of people

FTE
(Full time Equivalent total 381.92 Permanent employees 350.04 and Fixed term employee 31.89)



Headcount
(Total headcount 405)



1.2 Key messages

- As at 31 July 2018 there were a total of 381.92 full time equivalent employees and 31.89 Full time equivalent fixed term positions.
- We currently have 4 permanent employees on parental leave

2 Male to female ratios

2.1 Organisation total



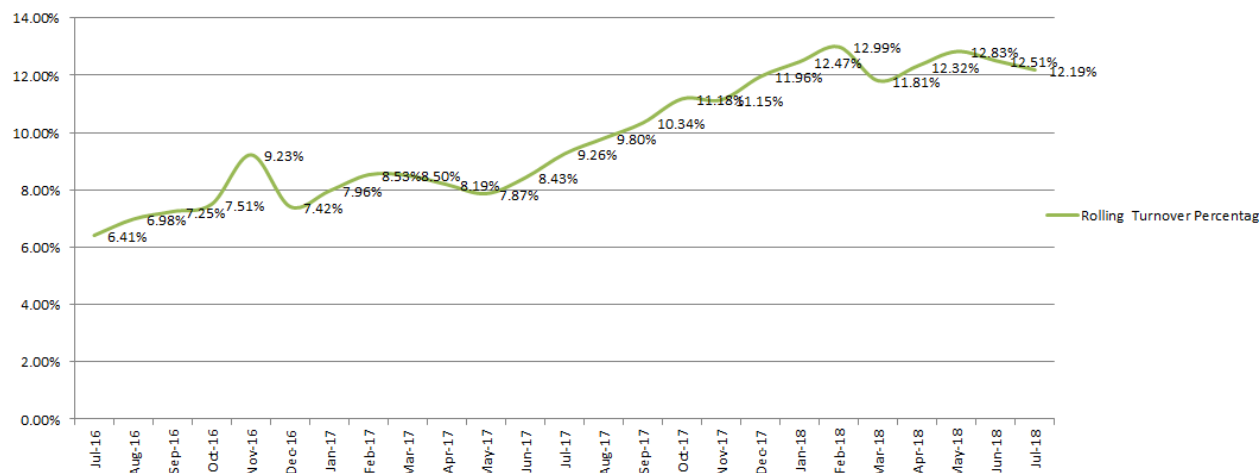
Currently at BOPRC women make up 55.31% and males make up 44.69%

3 Annual turnover

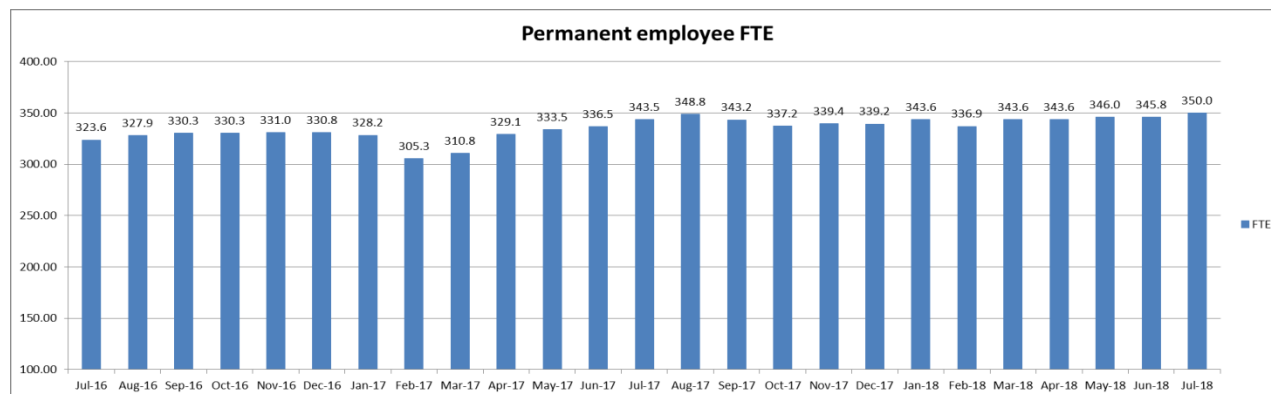
3.1 Turnover as at the end of 31 July 2018 – (Excludes fixed term)

Total number of people who left since 1 Aug 2017 to 31 July 2018	42
Rolling 12 Month Turnover percentage	12.19%
Average 12 months permanent headcount for calculation	360.93

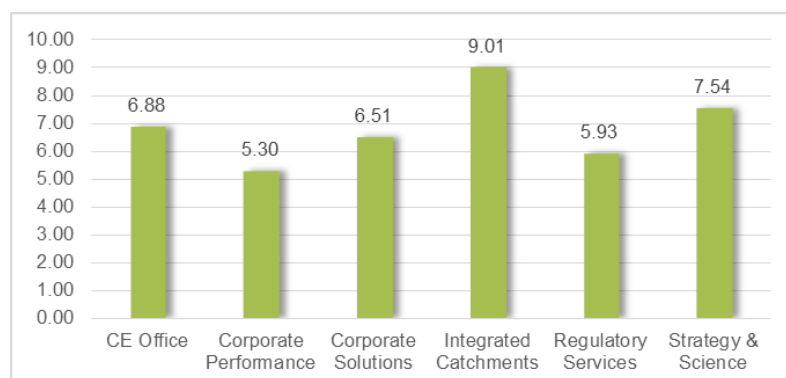
Rolling Month by Month Turnover Percentage



4 Rolling Permanent FTE



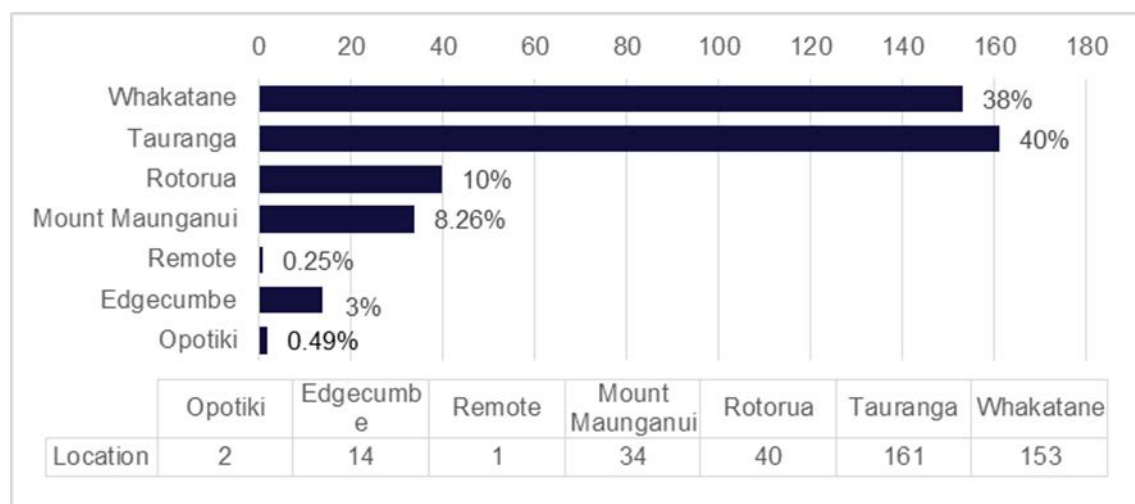
5 Length of service



The average length of service at Bay of Plenty Regional Council is 7.2 years.

6 Regional allocation of people

	Whakatane	Tauranga - Regional Office	Tauranga - First Ave Office	Rotorua	Remote	Opotiki	Mount Maunganui	Edgecumbe	Devonport	Grand Total
CE Office	1	6	1							8
Corporate Performance	8	26	1							35
Corporate Solutions	42	8	20	2			1		22	95
Integrated Catchments	28	2		22		2	22	14		90
Regulatory Services	36	2	44	10	1		8			101
Strategy & Science	38	3	26	6			3			76
Grand Total	153	47	92	40	1	2	34	14	22	405



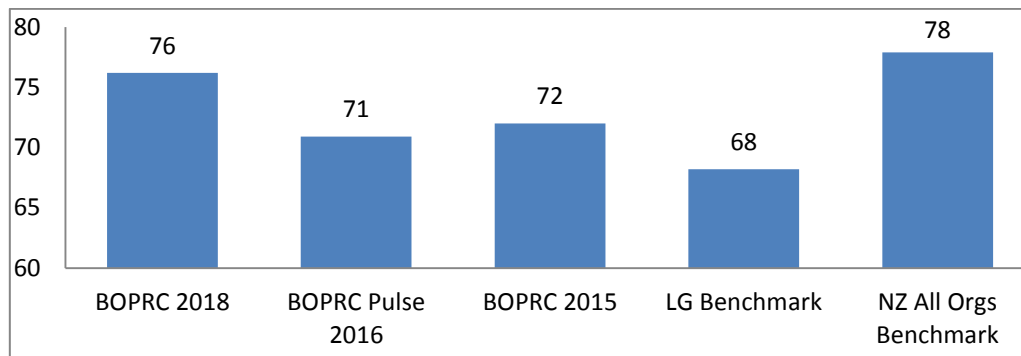
7 Staff Engagement

In 2015 a Full IBM Engagement survey (63 questions) was undertaken followed 18 months later in 2016 by a Pulse survey (32 selected questions). In May 2018 we conducted a further Pulse survey with 34 questions.

7.1 2018 Pulse Survey Results and progress from 2016 focus areas

This year we had an outstanding response rate of 94.6%, up from 88.6% in 2016, with many teams achieving 100% participation rate.

7.2 High level Engagement Index results for 2018 – with benchmarks



- Our organisation 'Engagement Index' score was 76, a 5 point increase on 2016, above the Local Government benchmark (68) and only 2 points below the 'NZ All organisations' score.
- 2018 survey shows notable improvements in Leadership, Communication and Wellbeing; the 3 focus areas from 2016.
- With a result placing us 5% above the NZ All Org benchmark, our people agree that we're "being actively involved in making changes since the last survey". This is a stand out result and shows the energy we have put into taking action as a result of the 2016 survey.

7.3 Focus areas and comparison of results 2016 - 2018

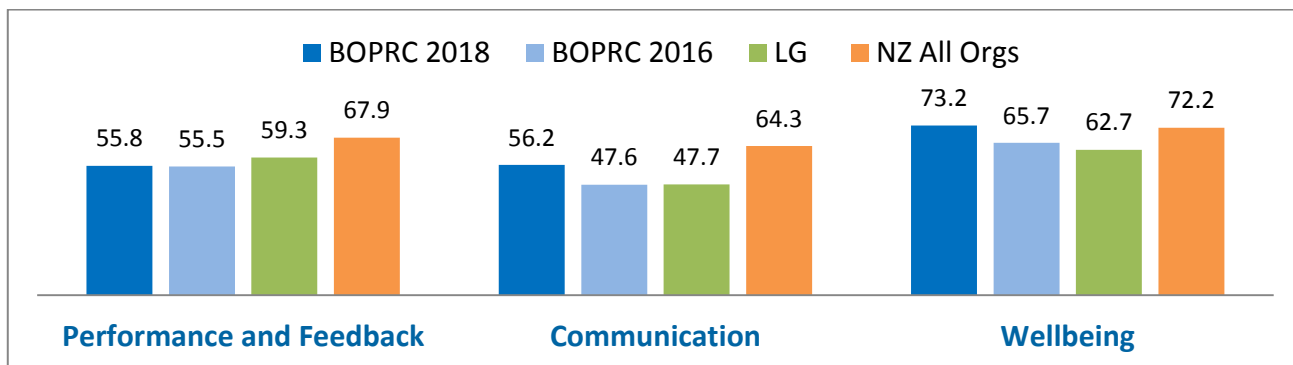
Following the 2016 Pulse survey, the Leadership Team identified three key focus areas: performance and feedback, communication and wellbeing.

- **Performance and feedback** had already been high on the priority list with Rem2020 Phase 1. The Leadership team was committed to continue to progress this.
- **Communication:** Monthly meetings of the Corporate Management Team (CMT / People leaders) were introduced, and each GM was to explore what 'improved communication' meant for their group. New ways of communicating were trialled, amended, repurposed and rolled out.
- A range of '**wellbeing**' initiatives were supported and funded by the organisation. This included a work well group being created from within the organisation; volunteers who met bi monthly to share ideas and bring initiatives to life.

7.4 Commitment to making changes

Post results in late 2016 the expectation was set that all people leaders were to hold focus sessions with their teams to identify areas for improvement. Leaders were charged with developing an action plan and it became part of all leaders KPI's that these would be in place and reviewed monthly.

The results below show our progress in our 3 focus areas with benchmarks:



- **Performance & Feedback:** The 2018 results remained relatively the same which validates our continued focus on this area. The question '*I feel my contribution is valued*' increased by +8 (a meaningful increase). Performance and feedback is a large and complicated focus area for our organisation, and while we have done some work in this space over the last 2 years, we will keep this as a top priority with a strong focus on the Rem2020 Project.
- **Communication:** Meaningful and significant increases in all three questions relating to communication which is now above the Local Government benchmark but there is still opportunity to continue to improve in this area.
- **Wellbeing:** We had significantly meaningful increases in all three wellbeing questions putting BOPRC above LG and NZ All Orgs benchmarks. Overwhelmingly people loved the focus on wellbeing.

7.5 New focus areas

The leadership team have agreed the focus areas following the 2018 survey will be Leadership, Performance, Communication and Inclusion and Common Purpose. Work to address these focus areas is now being planned.

Report To: Regional Council

Meeting Date: 06 September 2018

Report From: Mat Taylor, General Manager, Corporate Performance

Amendment to Chief Executive's Financial Delegation

Executive Summary

The Council's current Chief Executive Delegations Manual includes financial delegations. The Chief Executive's financial delegation is currently \$400,000 and this limit was approved by Council on 26th June 2014.

This report recommends the single financial delegation limit for the Chief Executive is increased to \$2,000,000 so that Council can operate efficiently and expediently when conducting its day to day business.

Delegations are made pursuant to Clause 32 of Schedule 7 of the Local Government Act 2002.

Recommendations

That the Regional Council:

- 1 Receives the report, Amendment to Chief Executive's Financial Delegation;**
- 2 Approves the amendment to the Chief Executive's financial delegation limit to \$2,000,000 (excluding GST) as set out in this report.**

1 Background

Delegation is the conveying of a duty or power to act to another person, including the authority that the person making the decision would themselves have had in carrying out that duty or exercising that power.

For the purposes of administrative efficiency and expediency when conducting its day-to-day business, the Council delegates certain statutory duties, responsibilities and powers to its committees, other bodies, or staff.

Likewise, the Chief Executive delegates certain duties and responsibilities to staff. These delegations are a necessary operational requirement to promote efficient, expedient, and effective decision-making.

Delegations avoid administrative delays and inefficiencies that might otherwise occur if matters have to be referred to the Council (or Chief Executive) every time a financial decision needs to be made, while continuing to maintain an appropriate level for approvals that would still require Council authorisation.

2 Legal authority

In most cases the Council has the primary power of delegation, as it is the body that is specified as the delegate in the empowering legislation. In some specific instances the legislation empowers the Chief Executive directly who will have the power of delegation.

The Council's authority to delegate to its standing committees, subcommittees, members, or staff is principally derived from Schedule 7, Clause 32 of the Local Government Act 2002 (LGA).

3 Definition of financial delegation

Section 1.3.5 of the Council's Chief Executive Delegations Manual defines financial delegations as "the authority to approve a contract or tender for goods or services or works, authorise a purchase requisition / purchase order for release to a supplier, accept goods or services received or authorise a supplier invoice for payment".

4 Chief Executive's financial delegation sum

Section 5 of the Council's Chief Executive Delegations Manual sets the general financial delegation limit of the Chief Executive as \$400,000. This report proposes the amount delegated to the Chief Executive is amended to \$2,000,000 (excluding GST) in order for the organisation to operate efficiently and with agility. The size, scale and complexity of the organisation has grown substantially in recent years, and will continue to do so throughout the term of this Long Term Plan.

Large and significant projects and programmes will continue to require Council specific approval as they do now, should an amended delegation be approved. The Council's financial reporting process will include a summary of large contracts entered into during the preceding period.

The Chief Executive has the authority to further delegate responsibilities, duties and powers up to the amount delegated by Council to the Chief Executive. The Chief Executive's specific delegations in relation to the Treasury Function, and approved as part of the Long Term Plan process, remain unchanged by this general delegation.

5 Review

The amounts delegated to the Chief Executive (and the sub-delegations by the Chief Executive) will be reviewed and adjusted at least every three years to reflect any increase in financial limits since these were last updated. Further work on the broader Chief Executive Delegations Manual is planned in 2018/19.

6 Council's Accountability Framework

6.1 Community Outcomes

This project/proposal directly contributes to the all Community Outcomes in the council's Long Term Plan 2018-2028.

6.2 Long Term Plan Alignment

This work is planned under the Regional Planning and Engagement Group of Activities in the Long Term Plan 2018-2028.

Current Budget Implications

This work is being undertaken within the current budget for the Governance Services Activity in Year 1 of the Long Term Plan 2018-2028.

Future Budget Implications

Future work on the Chief Executive Delegations Manual is provided for in Council's Long Term Plan 2018-2028.

Debbie Hyland

Finance and Corporate Planning Manager

for General Manager, Corporate Performance

28 August 2018

