

What do you think? He aha ō whakaaro?

*Have Your Say on the Consultation Document for
Bay of Plenty Regional Council's proposed Annual Plan 2019/20*



Your representatives



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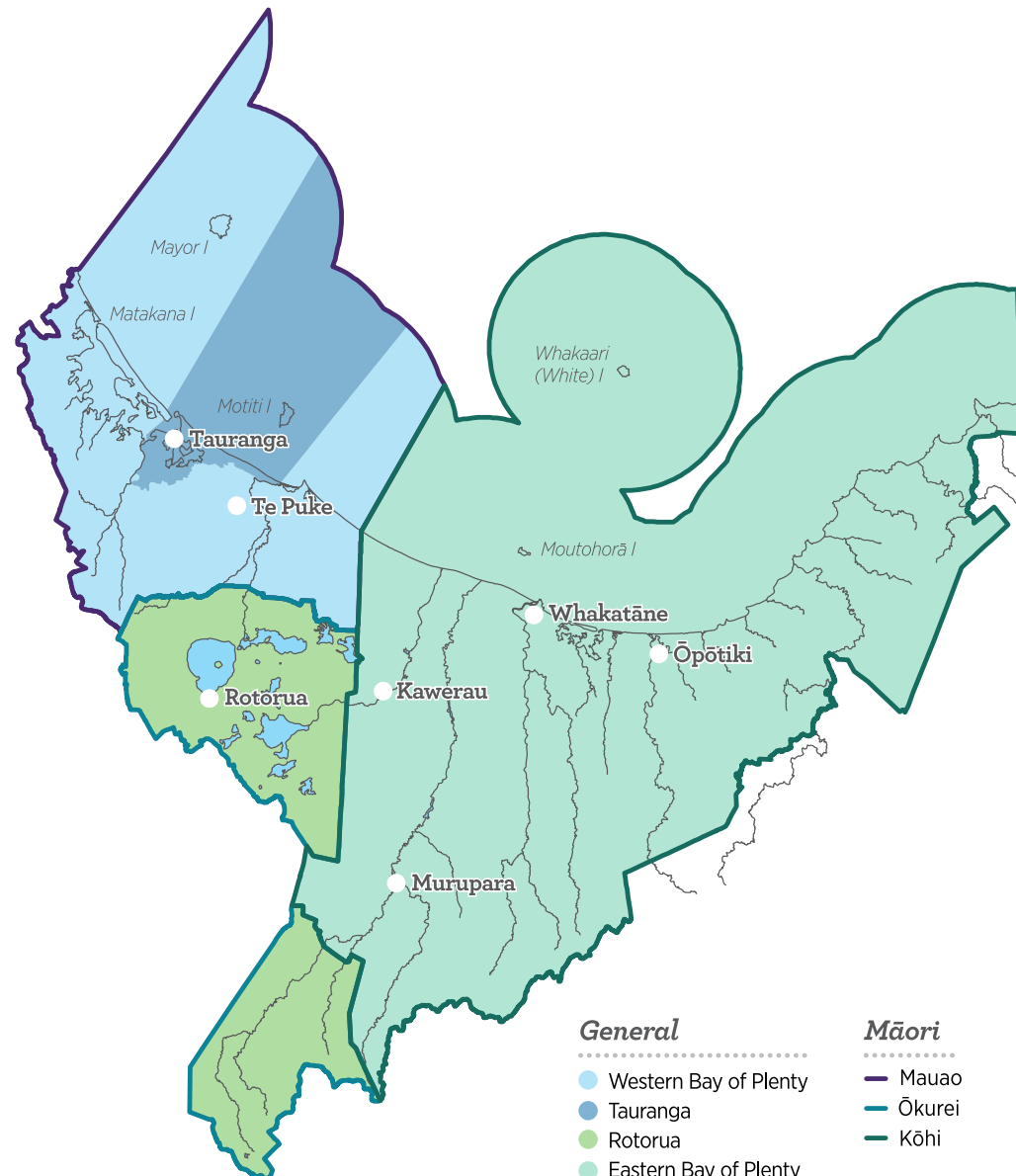
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*Mai I ngā Kurī a Whārei ki Tikirau
Mai I Maketū ki uta mai o Taupō-nui-a-Tia
Ko te Rohe Kaunihera tēnei o Toi Moana*

*Kia toi te whenua, kia toi te moana,
kia toi te taiao, kia toi te tangata*

Tīhei mauri ora!

Ō tātou tini mate, rātou kua whetūrangitia ki te korowai o Ranginui, hoki ki te okiokinga i ō tātou tīpuna. Haere, haere, haere

He mahere whakahono. Ko ēnei hononga hei tūhono i a tātou; kia tūhono, kia tūtaki, kia whiti te noho tahi ki ngā hapori katoa o te rohe.

Ko Toi Moana e mihi atu nei ki ngā tāngata, ngā hapori, ngā kāinga, me ngā karangatanga huri noa i te rohe.

E te iwi, ka puta mai tēnei mahere ā-tau na ngā wawata o te iwi whānui o te rohe kaunihera. He mahere mo tātou katoa.

Stretching from Waihi Beach to East Cape

From Maketū to just inland of Taupō

*This is the region of The Bay of Plenty
Regional Council.*

*Let the land remain, let the oceans and
lakes remain, let the environment remain,
let people remain*

‘Tis life!

Of those we have lost, those who have been adorned as stars in the heavens, return to the resting place of our ancestors.

This is a plan based on relationships. These relationships join our people together. It joins us so that our co-existence with communities across our region.





The Bay of Plenty Regional Council acknowledges our people, our homes, and our communities across the region.

The annual plan emerges from the aspirations of our people in the region. It is a pathway forward for us all.

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***For more information visit our website
www.boprc.govt.nz/annualplan,
call 0800 884 880 or email
annualplan@boprc.govt.nz***



Message from the Chair and Chief Executive

Our vision of ‘Thriving Together – mō te taiao, mō ngā tāngata’ is about supporting our environment and our people to thrive

In 2018 we produced the Long Term Plan 2018-2028, which outlines our priorities and plans for the next decade, with a focus on the first three years. We refocused our community outcomes with a strong emphasis on a healthy environment and managing our natural resources – including freshwater.

We’re working on delivering our work programmes, major projects and initiatives we set for the first year of the plan. This includes the completion of major repairs to our flood protection structures damaged during the April 2017 floods in the eastern Bay, and the expansion of our passenger transport network service across the western Bay to support sustainable urban development and reduced congestion. We’ve also focused our efforts on improving our understanding of our natural resources through increased environmental monitoring and delivering more comprehensive programmes to reduce the impact of unwanted pests.

We have also focused on being more efficient and ensuring we deliver value for money to our communities. To help keep our costs affordable, we set ourselves a target to achieve \$1 million of efficiency savings through the way we work and we have undertaken a fit for purpose review to make sure we are focused on serving the well-being of our communities.

This consultation document presents the budget for the second year of the Long Term Plan, updated to include any changes from what was set out in our plan.

Important parts of the Annual Plan that we are seeking your feedback on are:

- Climate change – where should our focus be when it comes to action on climate change?
- Safety and rescue services – how should we support charities that provide regional safety and rescue services?
- Passenger transport – a proposal to provide improved tertiary and commuter bus services funded through targeted rates; and a proposal to trial fare-free bus services for school students in Tauranga, replacing fare revenue with targeted rates.


This Annual Plan will set the level of rates for the 2019/20 financial year. The proposed average rates increase of 6.5%, is slightly higher than the 5.3% increase that was forecast almost 12 months ago in the Long Term Plan. This is an average and the total rates you pay will depend on the area you live and the services you receive. Please see page 28 for more information on your rates, and our finances.

Our budgets and the levels of service we provide are sustainable, and will allow us to continue on the path to delivering our community outcomes while providing the services you expect from us and meeting our legislative obligations.

As well as this consultation on the Annual Plan, we are consulting on proposed changes to our Resource Management Act Charges; amendments to our Revenue and Financing Policy; and the inter-regional marine pest pathway consultation document which looks at better ways to manage marine pests.

Consultation on the proposed Annual Plan 2019/20 is open from 18 March to 6 May 2019. We are using a new consultation process which we hope will make it easier for you to speak to us directly about your submission. We look forward to hearing from you about the options in this consultation document and what you think about our proposed changes and rates increases.

With your help we can ensure we continue to deliver the right work in the right areas, and that it is funded in a sustainable way to create the best possible future for our communities.



Doug Leeder
Chair



Fiona McTavish
Chief Executive

***We're consulting on this
Annual Plan between
18 March and 6 May 2019.***

A list of where we will be and when we will be available, to speak to about this is on our website at:
www.boprc.govt.nz/annualplan



How can you have your say?

We'll be out in the community during March and April, so if you see us, please come and talk to us. Towards the end of April/early May, we will be holding a series of 'Have Your Say' events, where we're inviting you to come along and, in small groups, speak with Councillors about the topics we're consulting on. These 'Have Your Say' events will be held instead of formal hearings. We'll be listening to what you say and taking notes which will then be used by Councillors during their decision making process.

We're consulting on this Annual Plan between 18 March and 6 May 2019.

A list of where we will be and when we will be available, to speak to about this is on our website at: **www.boprc.govt.nz/annualplan**

Once consultation has closed on 6 May 2019, Councillors will discuss all the feedback received and make final decisions about what should and shouldn't be included in the Annual Plan 2019/20. These decisions will be made public and we intend to formally adopt our Annual Plan 2019/20 in late June.

You can provide a written submission on the proposals outlined in this consultation document using our online form at **www.boprc.govt.nz/annualplan**, by email to **annualplan@boprc.govt.nz** or by using the submission form at the end of this document. If you have any other queries about consultation on the Annual Plan 2019/20, please contact Bay of Plenty Regional Council on 0800 884 880.

Have your say
18 March
to 6 May 2019

Deliberations
Early June 2019

**Annual Plan
adopted**
Late June 2019

We want to hear from you!

Our Strategic Framework

Our vision of 'Thriving Together – mō te taiao, mō ngā tāngata' is about supporting our environment and our people to thrive. Our four community outcomes provide more detail on what this vision would look like for the Bay of Plenty focusing on: A Healthy environment, Freshwater for life, Safe and resilient communities and a Vibrant region (pages 12–15).

This is all combined in our Strategic Framework (page 11) which links everything together. This Strategic Framework underpins the activities and services we're responsible for across the region, including:

A copy of our Long Term Plan 2018-2028 can be found online at www.boprc.govt.nz/longtermplan

Integrated Catchment Management Te Whakahaere Tōpū i Ngā Wai

- *Tauranga Harbour*
- *Rotorua Lakes*
- *Kaituna*
- *Eastern Catchments*
- *Regional Integrated Catchment Management*

Flood Protection and Control Te Pare me te Whakahaere Waipuke

- *Rivers and Drainage Schemes*
- *Regional Flood Risk Coordination*

Resource Regulation and Monitoring Ngā Ture Rawa me te Aroturuki

- *Air Quality*
- *Biosecurity*
- *Resource Consents*
- *Regulatory Compliance*
- *Maritime Operations*

Transportation Ikiiki

- *Passenger Transport*
- *Transport Planning*

Regional Development Whanaketanga ā-Rohe

- *Regional Infrastructure*
- *Regional Economic Development*
- *Regional Parks*

Regional Planning and Engagement Te Hanga Mahere ā-Rohe me te Whakawhitiwhiti

- *Regional Planning*
- *Māori Policy*
- *Geothermal*
- *Community Engagement*
- *Governance Services*

Emergency Management Te Whakahaere Mate Whawhati Tata

- *Emergency Management*

Technical Services Ngā Ratonga Hangarau

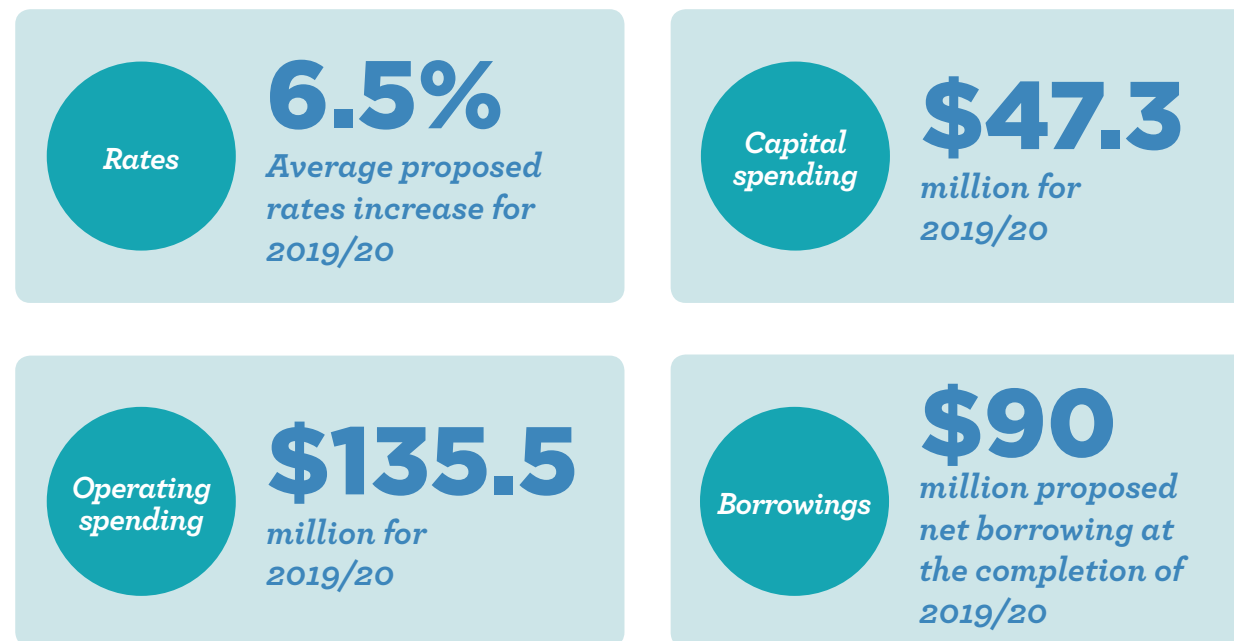
- *Geospatial*
- *Engineering*
- *Data Services*
- *Science*

Corporate Services Ngā Ratonga Rangatōpū

- *Communications*
- *People and Capability*
- *Internal Services*
- *Information and Communication Technology*
- *Finance and Corporate Planning*
- *Corporate Property*

On pages 12-15 you can read about some of the key initiatives and projects included in year two of the Long Term Plan 2018-2028. These projects and the four questions included in this consultation document (pages 18-27) align with our Strategic Framework and will assist in achieving our community outcomes.

Our financial strategy summary below has been updated and reflects our proposed rates, borrowing, operating and capital spending for 2019/20, noting that the proposed rates increase does exceed our original forecast average rates increases in the Long Term Plan.



Please see page 28 for a more detailed financial overview and rates information.



Thriving together – mō te taiao, mō ngā tāngata

The way we work

We provide great customer service

We honour our obligations to Māori

We deliver value to our ratepayers and our customers

We continually seek opportunities to innovate and improve

We look to partnerships for best outcomes

We use robust information, science and technology

Strategic challenges

Different priorities and issues across the region

The implications of changing climate

Limitations of our natural resources

Sustaining development across the region

An increasingly complex operating environment

Ensuring Māori participation in Council decision making

Balancing the expectations of both national and local partners

COMMUNITY OUTCOMES

OBJECTIVES

A healthy environment

We will maintain and enhance our air, land, freshwater, geothermal, coastal resources and biodiversity for all those who live, work and play within our region. We support others to do the same.

1. We develop and implement regional plans and policy to protect our natural environment.
2. We manage our natural resources effectively through regulation, education and action.
3. We work cohesively with volunteers and others, to sustainably manage and improve our natural resources.
4. Our environmental monitoring is transparently communicated to our communities.

Freshwater for life

Our water and land management practices maintain and improve the quality and quantity of the region's freshwater resources.

1. Good decision making is supported through improving knowledge of our water resources.
2. We listen to our communities and consider their values and priorities in our regional plans.
3. We collaborate with others to maintain and improve our water resource for future generations.
4. We deliver solutions to local problems to improve water quality and manage quantity.
5. We recognise and provide for Te Mana o Te Wai (intrinsic value of water).

Safe and resilient communities

Our planning and infrastructure supports resilience to natural hazards so that our communities' safety is maintained and improved.

1. We provide systems and information to increase understanding of natural hazard risks and climate change impacts.
2. We support community safety through flood protection and navigation safety.
3. We work with our partners to develop plans and policies, and we lead and enable our communities to respond and recover from an emergency.
4. We work with communities and others to consider long term views of natural hazard risks through our regional plans and policies.

A vibrant region

We work with our partners and communities to achieve integrated planning and good decision making. We support economic development, understanding the Bay of Plenty region and how we can best add value.

1. We lead regional transport strategy and system planning, working with others to deliver a safe and reliable public transport system.
2. We contribute to delivering integrated planning and growth management strategies especially for sustainable urban management.
3. We work with and connect the right people to create a prosperous region and economy.
4. We invest appropriately in infrastructure to support sustainable development.

Our values

Trust

Integrity

Courage

Manaakitanga

Kotahitanga

Whanaungatanga

Delivering on our Long Term Plan

A healthy environment

A healthy environment is at the heart of what we do. We sustainably manage our natural resources so our communities can thrive.

We want to continue to grow and develop as a region, support local business and ensure there are job opportunities for all our communities.

We need to make sure we are not putting more pressure on the environment than it can cope with. We also need to consider what climate change means for us and understand how we need to respond to the changes this will bring, such as different weather patterns and rising sea levels.

We work with the community to protect our water, soils and our wildlife. We manage, or get rid of, pest plants and animals. We set rules around what can and can't be done in our environment and ensure the rules are followed through our consents and monitoring processes.

Our areas of focus for 2019/20 include delivering the Regional Pest Management Plan to manage plant and animal pests, including working to prevent further catfish incursions and containing the spread of wallabies.

NEW INITIATIVES AS PART OF THE ANNUAL PLAN 2019/20 INCLUDE:

- Additional funding of approximately \$240,000 in 2019/20 as part of a five-year programme, to support the biodiversity of the Kaimai Mamaku ranges. This will largely be spent on ground-based pest control and is dependent on financial support also being provided by other organisations, including the Department of Conservation.
- Increasing our capacity for processing resource consents. This is due to an increase in volume and complexity of work we are receiving and is intended to ensure we can maintain the level of service we agreed through our Long Term Plan 2018-2028.

Freshwater for life

Freshwater is vital for the health of people and communities, and that makes it important to us.

We're responsible for two kinds of freshwater: groundwater and surface water. Surface water is all the water above ground – rivers, lakes and streams, drains, ponds, springs and wetlands, while groundwater comes from rainfall and rivers and accumulates in underground aquifers.

We invest millions of dollars each year to maintain and improve water quality and quantity in the Bay of Plenty and we work with the community to look after the rivers, estuaries and coastal environments.

We monitor water quality and quantity; ensuring people follow the rules set through the consents process.

Our work in this area is guided by national legislation, regulations and standards for water that prescribe public processes for setting requirements and rules. This area is becoming increasingly complex and we're working hard to translate the policy into action on the ground.

Put simply, we manage the freshwater that's in and on the ground so there's enough for people and wildlife to thrive now and in the future.

Our areas of focus for 2019/20 include further work to improve the Ōhiwa Harbour and its catchment environment, the continued implementation of the National Policy Statement for Freshwater Management (NPSFM) and rolling out plan changes for region-wide water quantity (Plan Change 9) and on-site domestic wastewater systems (Plan Change 14) to allow for strengthened water allocation limits, improved water management, and enhanced treatment and disposal of on-site effluent.

IN 2019/20 WE WILL CONTINUE WITH OUR EXISTING PROJECTS AS INCLUDED IN OUR LONG TERM PLAN INCLUDING:

- Rotorua Te Arawa Lakes programme which has been established to coordinate, prioritise and deliver on all our work related to improving the health of the Rotorua Te Arawa Lakes. We partner with the Te Arawa Lakes Trust and Rotorua Lakes Council in the programme and set targets within the lake catchments to monitor the health of the water and the impact of our work.
- The Freshwater Futures programme which works with iwi and communities to set new localised values, objectives, limits and methods (including land and water use rules) for managing freshwater in nine specific Water Management Areas.
- Kaituna River Re-diversion and Te Awa o Ngatoroirangi/Maketū Estuary Enhancement project that aims to significantly increase the volume of water (particularly freshwater) flowing from the Kaituna River into Ongatiro/Maketū Estuary so that the mauri (life-force) of the estuary is restored and it becomes healthier for wildlife to live in and people to enjoy.



Safe and resilient communities

Our region is subject to a number of natural events, including volcanic activity, earthquakes and extreme rainfall. These events can endanger our communities.

We work to keep people safe by providing flood protection, such as stop banks and pump stations, and ensuring we are prepared for emergencies through our Civil Defence and Emergency Management services.

Raising awareness and preparing for issues such as climate change are also important aspects of building strong communities that can cope with change.

We are responsible for controlling the use of land to avoid or mitigate the effects of natural hazards, and we work with other local councils and Emergency Management Bay of Plenty, to identify natural hazards and reduce risk.

Our areas of focus for 2019/20 include; the continued delivery of the Flood Repair Project following the eastern Bay floods in April 2017 and the Rangitāiki Floodway Upgrade Project to protect Edgecumbe and the Rangitāiki Plains. We will also continue to provide a 24/7 navigation safety and maritime oil spill response across the region.

NEW INITIATIVES AS PART OF THE ANNUAL PLAN 2019/20 INCLUDE:

Looking at our approach to funding regional safety and rescue services, included as one of our consultation questions on page 20.

A vibrant region

People and the environment are at the heart of our region. We support the growth of jobs in the Bay of Plenty and development of new industries.

We make significant contributions to the region's economic growth through environmental and infrastructure management.

Through our contestable Regional Infrastructure Fund, that was established through the Long Term Plan 2012-2022, we are supporting projects initiated by our partners, such as the Ōpōtiki Harbour Transformation Project and the Tauranga Marine Precinct development.

We facilitate Bay of Connections, the economic development framework for the wider Bay of Plenty. Its goal is to grow our investment and job opportunities in partnership with economic development agencies across the region.

We also keep the community connected through the regional bus network of Bayhopper and Cityride buses.

Our areas of focus for 2019/20 are the continued implementation of the Western Bay of Plenty Public Transport Blueprint to provide an improved bus service, supporting the development of the Scion Innovation Centre with a \$2.5 million contribution, and working on funding options for a Coastal Marine Research Centre alongside the University of Waikato and Tauranga City Council.

NEW INITIATIVES AS PART OF THE ANNUAL PLAN 2019/20 INCLUDE:

- New proposals associated with passenger transport, including those outlined in the two consultation questions on page 22.
- Proposals to implement a targeted rate to recover the cost of specific infrastructure projects that benefit a specific geographic region. Further information is included in the separate Statement of Proposal – Revenue and Finance Policy at www.boprc.govt.nz/annualplan



What's happening in your area for 2019/20?

WESTERN BAY / TAURANGA

- Support the **Tauranga Moana Programme** to work on maintaining and improving the health of the harbour and its catchment.
- Continue the implementation of the **Western Bay of Plenty Public Transport Blueprint** (began on 10 December 2018).
- Completing the **Kaituna River Re-diversion and Te Awa o Ngātoroirangi / Maketū Estuary Enhancement** project.
- Monitoring of **air quality** in the Mount Maunganui Industrial Area.

ROTORUA

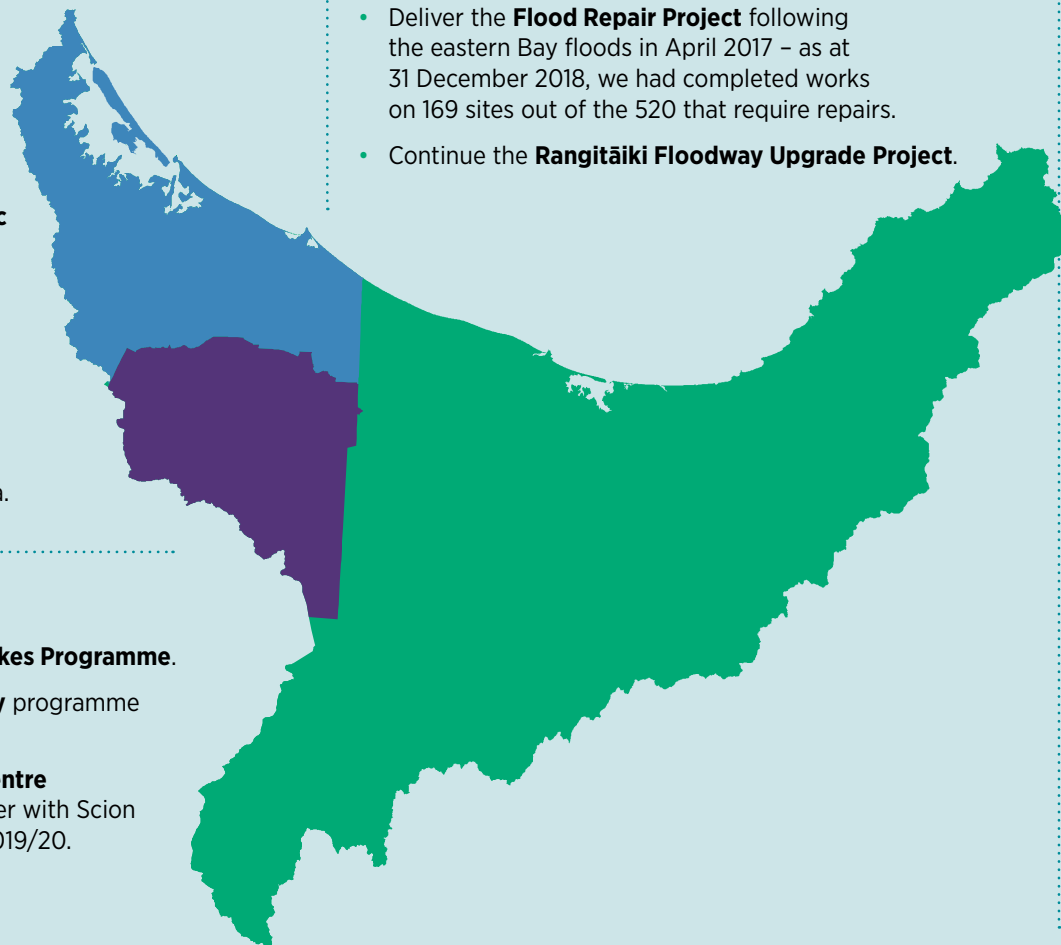
- Deliver the **Rotorua Te Arawa Lakes Programme**.
- Continue the **Rotorua Air Quality** programme – including hot swap loans.
- Support the **Scion Innovation Centre** – \$2.5 million budgeted to partner with Scion and construction scheduled in 2019/20.
- Support the delivery of **Rotoiti sewerage reticulation**.

WHAKATĀNE / ŌPŌTIKI / EASTERN BAY

- Deliver the **Flood Repair Project** following the eastern Bay floods in April 2017 – as at 31 December 2018, we had completed works on 169 sites out of the 520 that require repairs.
- Continue the **Rangitāiki Floodway Upgrade Project**.

REGION WIDE

- Undertake maintenance, renewals, and capital projects for **rivers and drainage schemes** across the region.
- **Respond to environmental complaints and incidents**, and carrying out enforcement action where appropriate.
- Provide **resource consent application processing** services to meet growing demand.
- Provide a **24/7 navigation safety and maritime oil spill response** across the region.
- Introduce a new operating model for the **Bay of Connections regional growth development framework**.
- Deliver the **Regional Pest Management Plan** including working to prevent further catfish incursions and containing the spread of wallabies.
- Provide **public passenger transport services** across the region.
- Support **Civil Defence Emergency Management** (CDEM) services across the region.



What do you think?

On the following pages are our proposals for work we are planning to include in our Annual Plan 2019/20, with a description of why we think this work is required and options for how we could do it.

Let us know what you think via the feedback form at the end of this document or online at **www.boprc.govt.nz/annualplan**



Climate change



ONE: *What do you want Council to prioritise when it comes to our actions on climate change?*

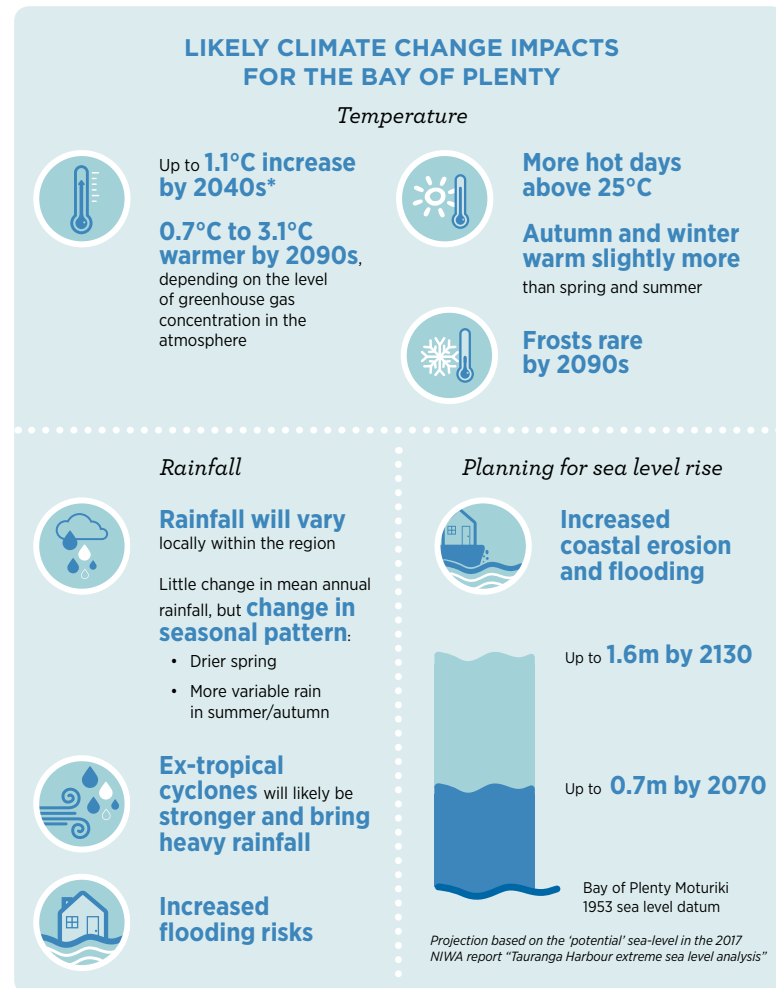
We know that climate change is happening. Council has recognised it as one of the strategic issues for the region. The latest United Nations Intergovernmental Panel on Climate Change (IPCC) report, released in October 2018, emphasised the need for action, with drastic steps needed in the next 12 years to limit severe impacts due to climate change. The issue currently facing us as a Regional Council is what we do about it: defining our role and identifying where we can have the most influence and impact.

We currently engage in climate change adaptation or reducing greenhouse gas emissions across a range of activities. For many of these projects, climate change is not the primary focus of the work; for example, the planting programmes already underway for the Pāpāmoa Hills and Onekawa Te Mawhai Regional Parks, which aim to enhance biodiversity and visitor experiences, also have benefits in terms of carbon storage.

However, it is clear we need to do more, taking deliberate actions to reduce emissions and adapt to the impacts of climate change. We are developing an action plan, to be launched in 2019/20, which outlines tasks and pathways to deliver targets across the following four focus areas:

1. Reducing Council's own carbon footprint – getting our 'house in order'. For example, reducing the energy we use in our buildings and the waste we produce from our offices.
2. Incorporating climate change considerations in our decision making. This would mean that taking climate change into account becomes part of our everyday business.
3. The services we provide as a Regional Council: our primary focus is on climate change adaptation across a range of Council functions, for example, flood protection, emergency management and regional planning. There are also opportunities for reducing greenhouse gas emissions through the range of services we provide to the community, such as public transport.
4. Collaborating with our communities to build resilience and work on the region's response to climate change. This would involve engaging with central government, other councils, iwi, businesses, organisations and individuals and supporting them in taking action and making informed decisions around the impacts of climate change.

Over this last year, we have had a strong focus on what we do internally to reduce our organisational carbon footprint: we're refurbishing our office buildings and introducing electric vehicles into our fleet (focus area 1). Alongside this, we have been looking at how climate change is considered in our major Council decisions (focus area 2). Further information is available on our website at: www.boprc.govt.nz/climatechange



THE OPTIONS

For 2019/20, we are planning to finalise the development and begin delivery of our climate change action plan and we have four areas of focus. We will be delivering on all four areas over time, but we would like to know which area/s you would like Council to prioritise for the coming year when it comes to our work in this area.

Please **rank** the following focus areas from 1 (high priority) to 4 (low priority):

FOCUS AREA 1

Reducing Council's own carbon footprint - getting our 'house in order' e.g. waste and energy reduction in our offices.

FOCUS AREA 2

Incorporating climate change considerations in our decision making.

FOCUS AREA 3

The services we provide as a regional council e.g. flood protection (adaptation), more electric buses (reducing emissions).

FOCUS AREA 4

Collaborating with our communities to build resilience and work on the region's response to climate change.

We are also interested in any other suggestions or comments you have around actions council could take in relation to climate change.

Let us know what you think online at www.boprc.govt.nz/annualplan

Regional safety and rescue services



TWO: *How should we support charities that provide regional safety and rescue services, such as Surf Lifesaving New Zealand and Coastguard, in the Bay of Plenty?*

Charities provide a number of vital safety and rescue services to both local people in our community and visitors to our region. Some of these organisations receive little, and in some cases, no central government funding. They rely on other sources of funding including public funding from local and regional councils. Each year, regional rescue providers, such as Surf Lifesaving New Zealand, seek funding from multiple councils and other funders.

We are considering changing our approach to how we provide funding to these charities and we are seeking early public input into our decision making. Any changes would not happen until 2020/21 at the earliest. We have outlined three broad options to guide our work with the service providers and other funders.

It is noted that changing our approach would require an amendment to our Revenue and Finance policy. The separate Statement of Proposal to amend the Revenue and Financing Policy is on our website www.boprc.govt.nz/annualplan. This includes

provisions that would enable changes to funding for regional safety and rescue services if Council decides to make changes for the 2020/21 financial year.

THE ISSUE

Surf Lifesaving New Zealand and Coastguard are financially supported by a number of territorial authorities in the Bay of Plenty. Some safety and rescue service providers consider that this approach is inefficient as it:

- Provides little certainty of continued funding for charity organisations providing safety and rescue services;
- Has service providers competing against each other for funding;
- Means service providers are using limited resources applying for funding and lobbying individual territorial authorities; and

- Means ratepayers and visitors across the region receive benefit, however funding may only come from some territorial authorities within the region.

In addition, some services such as Land Search and Rescue do not receive any council funding within the Bay of Plenty.

The main area that we are seeking your feedback on is the extent to which these services should be funded locally, or regionally.

In 2018/19, Regional Council allocated \$30,000 in grant funding to Surf Lifesaving New Zealand. Together with funding from the six territorial authorities in the Bay of Plenty, approximately \$400,000 will be distributed to regional safety and rescue service providers (primarily to Surf Lifesaving New Zealand and a small portion to Coastguard), excluding one off capital grants.

OUR PROPOSAL

We are considering whether to increase Regional Council funding to enable service providers to deliver an increased or more consistent level of service. We could do this by establishing a fund that regional safety and rescue service providers could apply to if they meet particular criteria. The fund would be rated and administered by Regional Council.

This option (option 2) would go part-way to addressing the service providers' concerns, but would retain the role of local councils as a primary decision maker on the appropriate level of service in their areas.

Alternatively, we could centralise funding of charitable regional safety and rescue service providers in the Bay of Plenty (option 3). If the current level of funding was maintained, each household would pay a targeted rate estimated at \$3.10 per household to maintain the current level of support for the service providers. The six territorial authorities in the Bay of Plenty would no longer need to collect rates for these services. Any new or increased services would increase the amount of the targeted rate.

We have discussed the idea of centralising local government funding of regional safety and rescue service charities with the six territorial authorities in our region, and there is some support to proceed with this approach. This approach is similar to that operating in several other regions in New Zealand.

THE OPTIONS

Three options are set out in the table below which we would like your feedback on. Please note that no changes would be implemented until the 2020/21 financial year.

	OPTION 1	OPTION 2	OPTION 3
	<i>Status quo</i>	<i>Increase Regional Council regional safety and rescue service funding</i>	<i>Centralised regional safety and rescue funding</i>
<i>Summary</i>	No change – funds allocated to service providers would continue to be administered and distributed by individual territorial authorities.	A fund would be opened up for regional safety and rescue service providers that meet the policy's criteria for the 2020/21 financial year. Applications would be assessed and the fund would be rated and administered by Regional Council. Local councils will continue to be an important funder of services.	Local government funding for regional safety and rescue services would be rated and administered by Regional Council, and replace funding provided by local councils. A fund would be opened up to all service providers that meet the policy's criteria for the 2020/21 financial year. An agreement with local councils would need to be made so that they no longer collect for this service.
<i>Level of service</i>	The level of service would remain as currently provided with only Surf Lifesaving New Zealand and Coastguard receiving funding. Level of service would remain as primarily a local decision.	This option would allow for an increased level of service for Surf Lifesaving New Zealand and Coastguard and the additions of other potentially eligible service providers in the 2020/21 financial year.	This option would allow for providers to have more certainty around funding and therefore confidence to set a level of service across the region. This may lead to increased and more widespread services for Surf Lifesaving New Zealand and Coastguard and other potentially eligible providers.
<i>Impact on ratepayers</i>	No change.	A region-wide targeted rate would be established to fund region-wide services. This would include at least the current regional funding (\$30,000 per year, approximately \$0.25 per household), and any increases that are specifically consulted on. Local councils would also continue to rate for local services.	A region-wide targeted rate would be established to fund region-wide services. This would include at least the current regional and local funding (approximately \$400,000 per year, \$3.10 per household), and any increases that are specifically consulted on. Local councils would not rate for local services, which would be collected regionally.



Passenger transport

We are asking you to 'Have Your Say' to help us decide on two new passenger transport proposals that we are looking to deliver in 2019/20.

We manage a regional bus network that includes the yellow and blue Bayhopper buses in the western and eastern Bay, and the green Cityride buses in Rotorua. Providing a reliable public transport service that people from all walks of life can use is an important function of ours. This mode of transport provides a vital transportation option, and eases congestion and emissions in our main centres. This helps create a vibrant region and supports a healthy environment.

Over the past few years we have increased the extent and frequency of bus services across the region in response to population growth. Most recently we confirmed and have implemented the Western Bay of Plenty Public Transport Blueprint, which looked at public bus services in Tauranga and the western Bay. In parts of the western Bay, such as Te Puke, bus services now run at a frequency similar to the city services.

Following the introduction of the Blueprint we will make adjustments to improve the efficiency of the network.

Who does what?

The role of delivering the bus services is shared between the different councils in the region.

Bay of Plenty Regional Council designs the public bus networks, and contracts the operation of them.

City and District councils are responsible for bus infrastructure – which includes bus stops, bus lanes and bus shelters.

HOW ARE THE BUSES FUNDED?

Through a combination of:

- Central government support (through the New Zealand Transport Agency).
- Bus fares.
- General funds (which includes general rates and income from investments).
- Targeted rates which put the cost back on the region that benefits from the service.

This mix of funding means we can keep bus fares affordable for everyone.



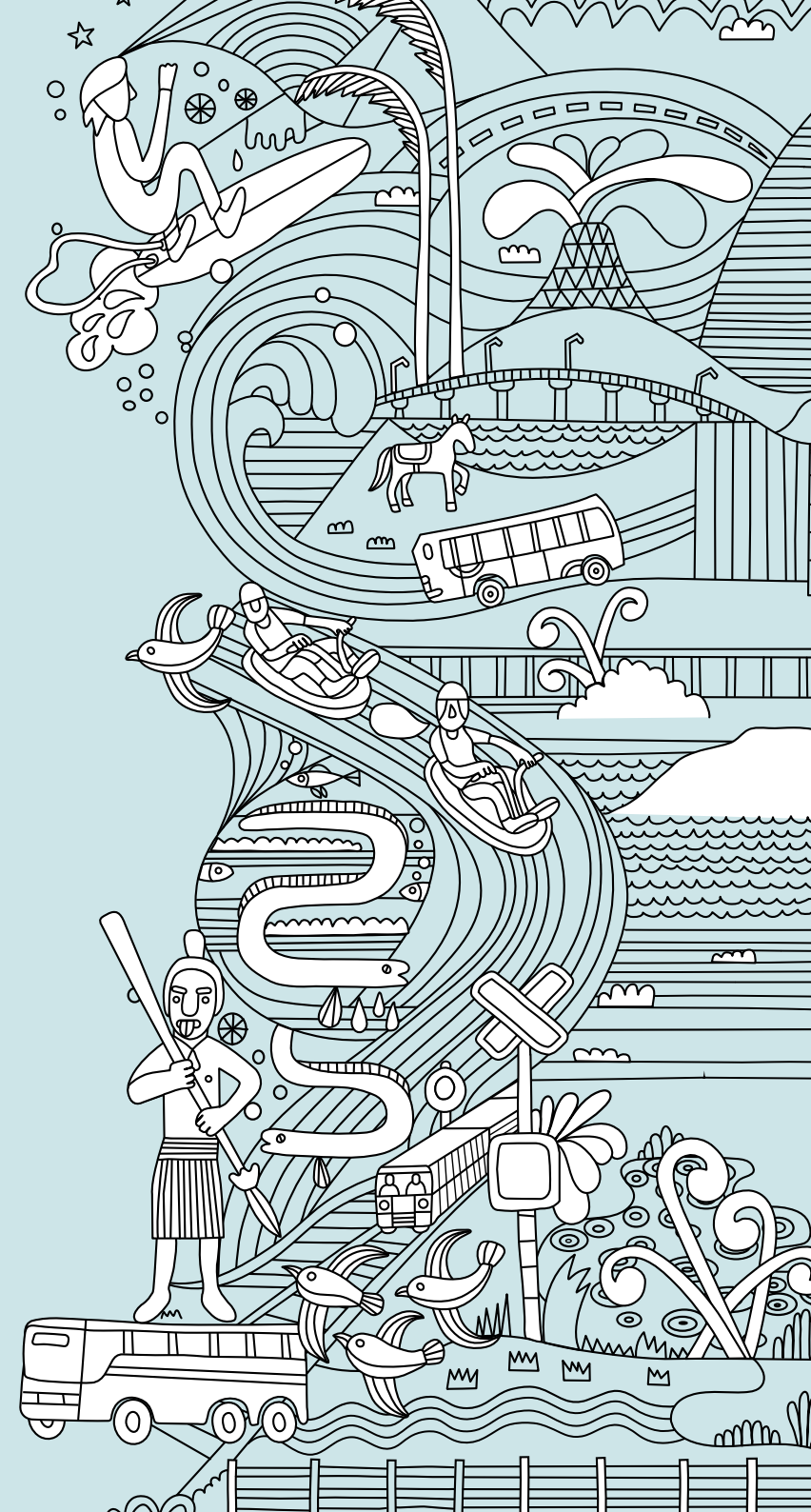
- Central government funding
- Bus fares
- General funds
- Targeted rates

HOW DOES THIS MIX CHANGE ACROSS THE REGION?

Targeted rates are used to fund the bus services in Tauranga, Rotorua, Western Bay and Whakatāne.

General funds are used to fund the non-urban (rural) services in the eastern Bay.

It was set up this way to ensure the cost of bus services was spread fairly across the community, with urban areas paying higher fares for services used more often and by more people.





THREE: *Do you support an increase in rates to fund a one year trial to improve access to tertiary education across the Bay of Plenty and for people commuting to Tauranga and Rotorua?*

THE ISSUE

This proposal is about making it easier for people living in the Bay of Plenty to get to and from tertiary education and for those starting out in the workforce to access our major employment centres.

The new University of Waikato campus opened in the Tauranga CBD early in 2019. Alongside Toi Ohomai, this has increased tertiary education options for students in Tauranga and the Bay of Plenty. Together, these organisations have approached the Regional Council with a request for extra public transport between Tauranga, Whakatāne, Rotorua and Katikati to make tertiary study more accessible to those living outside of Tauranga and in the broader Bay of Plenty.

Because no public transport service currently exists that can bring students from across the region into Tauranga on a daily basis, both tertiary institutions are working together to contract with private companies to establish a service. Both institutions have asked us to investigate whether a more expansive public service could be established, as a more sustainable and efficient option for the future, that they could invest in with fare subsidies for students.

Separate to this, community groups and individuals have approached Council requesting that commuter services are provided so that people new to the employment market and with limited resources or without access to a car, aren't disadvantaged. Services that have been requested include Whakatāne to Tauranga, and Murupara to Rotorua and would be provided on the same buses as tertiary students.

Primarily, the tertiary institutes and local community groups are highlighting that current transport options present a barrier to accessing tertiary education and job opportunities because:

- There is a lack of transport (bus) services; and
- The cost of travel (paying a fare) is considerable outside the main urban centres (for example, for a student to travel one-way from Katikati to Tauranga it currently costs them \$4.90 – so \$49.00 for a week's return travel).

OUR PROPOSAL

To address the issues described above we are planning to trial new bus services for one year from the beginning of 2020. These services would be scheduled to support the needs of people commuting to their respective places of study and/or work.

<i>Proposed new services between</i>	<i>Estimated total cost of service</i>	<i>Description of service</i>
<i>Rotorua and Tauranga</i>	\$105,000	Each service would provide a single early morning bus, returning late afternoon, and is aimed primarily at students attending tertiary campuses in Tauranga/Rotorua and those wishing to commute between communities.
<i>Whakatāne and Tauranga</i>	\$70,500	
<i>Katikati and Tauranga</i>	\$100,000	
<i>Murupara and Rotorua</i>	\$80,000	

Introducing these services is dependent on significant funding being received from NZTA and from tertiary providers. Based on between 75% and 25% of costs being met by these organisations, the estimated cost per household is expected to be between \$0.30 and \$5.25, funded through Passenger Transport targeted rates. Further detail is provided under Option 2 to the right.

Where a contribution to costs is provided (for example by tertiary providers), this may result in a reduced fare for users of the service.

THE OPTIONS

Two options are set out in the table below which we would like your feedback on.

	OPTION 1	OPTION 2
	<i>Status quo</i>	<i>Introduce new tertiary and commuter services for one year trial</i>
<i>Summary</i>	No change (i.e. we don't provide new services or reduce the cost of tertiary student travel)	Introduce new tertiary and commuter services for one year as a trial from start of 2020. Please note that introducing these services is dependent on significant funding being received from NZTA and from tertiary providers.
<i>Level of service</i>	No change	Overall there would be an increase to the level of service provided.
<i>Impact on ratepayers</i>	No impact	<ul style="list-style-type: none"> Rotorua Passenger Transport Targeted rate increase of estimated at between \$1.25 and \$3.75 per household (including GST)* Whakatāne District Passenger Transport Targeted rate increase estimated at between \$1.10 and \$3.40 per household (including GST)* Western Bay of Plenty Passenger Transport Targeted rate increase estimated at between \$1.75 and \$5.25 per household (including GST)* Tauranga City Council Passenger Transport Targeted rate increase estimated at between \$0.35 and \$1.05 per household (including GST)*

* ranges are based on between 25% to 75% of costs being met by partners (NZTA and tertiary providers).

Let us know what you think online at
www.boprc.govt.nz/annualplan



FOUR: *Do you support an increase in rates to fund a one year trial of fare-free bus travel for Tauranga school students to help reduce congestion?*

THE ISSUE

This proposal is about whether trialling fare-free bus travel for Tauranga school students will reduce traffic congestion at peak times in Tauranga. It will also have the added benefit of reducing the financial burden on families with school children.

There is a common view in Tauranga that if access to schools on public buses was free for students this would help resolve Tauranga's peak time traffic congestion.

Our research shows that if students could travel fare-free on Tauranga buses it would likely remove some car trips and car travel from the morning peak period.

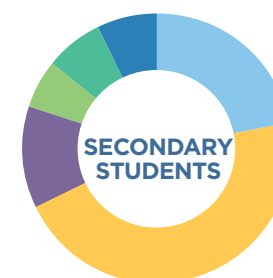
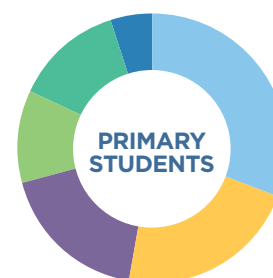
How do students get to school across Tauranga?

The graphs show how students get to school in Tauranga. Making bus fares free for school students is unlikely to take cars off the road where dropping the student at school is incidental to that car journey - e.g. being dropped off while mum or dad drive to work, however it is likely to reduce the number of trips to school by car (14-18%) where that is the sole purpose of that car journey.

What the research shows:

- Free fares are financially costly and often difficult for an organisation to continue with, without finding new, different funding sources.
- Free public transport encourages increased use, but much of this will be from people who currently walk or cycle.

TRAVEL TO SCHOOL



■ Car - solely to school

■ Car - solely to school likely to use a bus

■ Car - part of another journey

■ Car - part of another journey, likely to use a bus

■ Bus

■ Other

- Free fares can cause peak crowding on already popular routes to get worse, which can increase costs if extra buses are required. This can also discourage existing bus users to continue taking the bus. While there might be an increase in people on the bus, if less people are paying for their trips it could affect overall affordability of the service.
- Lowering the fares for school children (as opposed to making travel free) would be less effective at reducing car travel where that is the sole purpose of the journey.

OUR PROPOSAL

This proposal aims to find out whether trialling fare-free bus travel for Tauranga school students will reduce traffic congestion at peak times in Tauranga. Based on data from the last 12 months this proposal would require additional revenue of approximately \$1.1 million for 2019/20 and the same amount for 2020/21 – the majority of this amount is to replace lost revenue from fares. This would require an increase in targeted rates of approximately \$22.00 per household per year.

We will also use initial results from the ‘free fares for school students Welcome Bay bus trial’ that was agreed through the Long Term Plan 2018-2028 to inform any extension to a Tauranga-wide trial as outlined in this proposal. The Welcome Bay trial started at the beginning of 2019 and runs for the school year.

THE OPTIONS

Three options are set out in the table below which we would like your feedback on.

	OPTION 1	OPTION 2	OPTION 3
	<i>Status quo</i>	<i>Trial fare free bus services for Tauranga school students for one year</i>	<i>Trial more heavily subsidised bus services for Tauranga school students for one year</i>
<i>Summary</i>	No change (i.e. we don't fund the free services)	Fully subsidise school bus fares for Tauranga students for one year as a trial from the start of the 2020 school year	Introduce a more heavily subsidised fare e.g. \$2 a day for all Tauranga school students
<i>Level of service</i>	No change	Impact on level of service difficult to ascertain (as will be both positive and negative effects)	Impact on level of service difficult to ascertain (as will be both positive and negative effects)
<i>Impact on ratepayers</i>	No impact	Tauranga targeted rates will increase by approximately 16% (\$22.00) for 2019/20 and 14% (\$22.50) 2020/21 (including GST)*	Tauranga targeted rates will increase by approximately 14% (\$19.00) for 2019/20 and 12% (\$19.00) 2020/21 (including GST)*

* Please note: the costs to ratepayers for options two and three are similar because less than half the costs of this proposal relate to lost fare revenue.

Let us know what you think online at
www.boprc.govt.nz/annualplan



Financial overview

Our financial strategy means we can look after what we already have and provide infrastructure, services and functions for the future in a way that is sustainable and affordable

Our Financial Strategy sets out how we plan to fund our work programme and manage our investments and our levels of borrowings for the next 10 years. It is based on continuing to deliver many existing services and functions and provide infrastructure to the community, with increases in some areas, in a financially sustainable and affordable way.

In 2018 we adopted our Long Term Plan in 2018, and since then there have been a number of factors that have impacted on our financial position and as a result the proposed rates and the costs of some of our activities. These factors include changes in operational and capital expenditure described through pages 30 and 31, and the four proposals on pages 18 to 27.

We have set ourselves a target to achieve \$1 million of efficiency savings through the way we work. This means we will improve our efficiency, while we still provide the same levels of service to the community.

On the following pages you can read our financial overview. This has been updated and reflects our proposed rates, borrowing, operating and capital spending for 2019/20, noting that the proposed rates increase does exceed our original forecast average rates increases in the Long Term Plan.

In addition to the Annual Plan consultation, we are consulting on our Resource Management Act Fees and Charges Policy; amendments to our revenue and financing policy; and the inter-regional marine pest pathway which looks at better ways to managing marine pests.

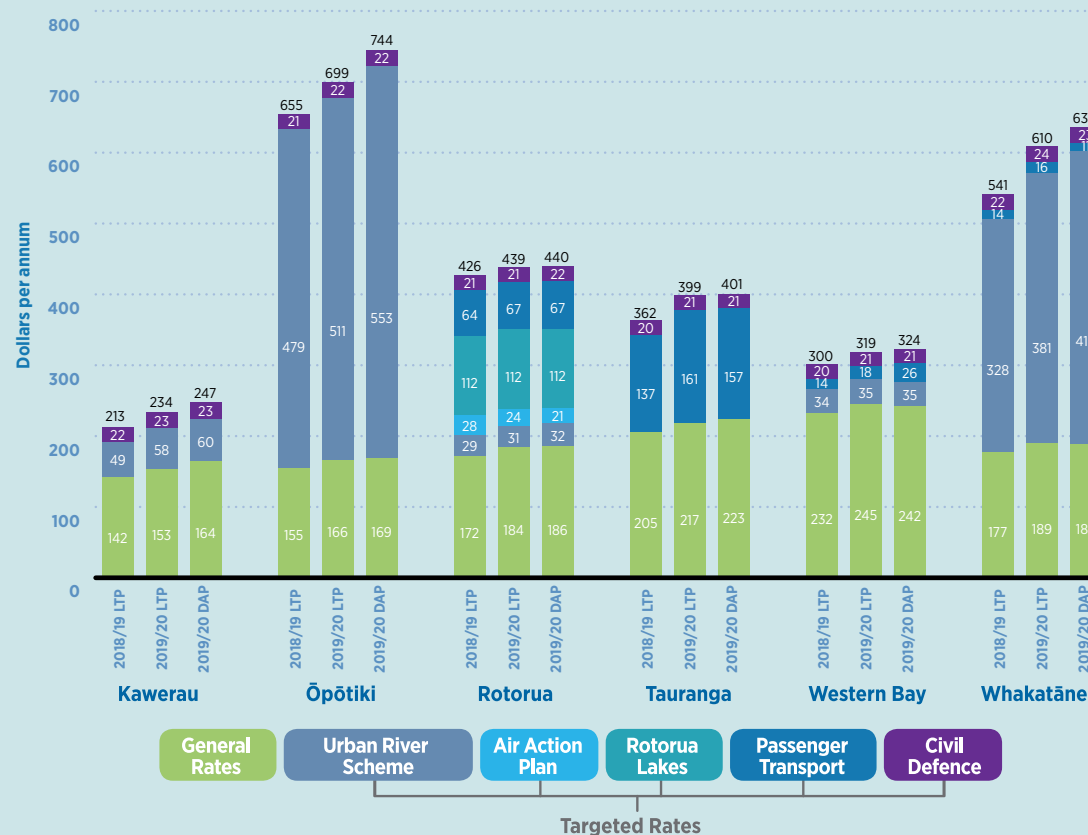
RATES

This annual plan will set the level of rates for the 2019/20 financial year. The proposed average rates increase of 6.5% is 1.2% above the 5.3% that was forecast almost 12 months ago in the Long Term Plan.

We propose a general rates increase of 3.8% in 2019/20. The average increase in targeted rates, which affects the total rates you pay, depends on the area in which you live and the services you receive. In addition, property revaluations by Western Bay of Plenty District Council, Whakatāne District Council, Ōpōtiki and Taupō District Council will affect the final rates you pay.

Our proposed average rates increase allows us to address recent changes and to continue on the path towards our vision and our community outcomes, while delivering the services you expect from us and meeting our legislative requirements.

TOTAL RATES BY TERRITORIAL AUTHORITY - ANNUAL AVERAGE



This graph shows rates comparisons between what you are paying now, the forecast rates for year two of the Long Term Plan 2018-2028, and the Draft Annual Plan 2019/20 estimates for median properties, depending on where you live.

WHERE WE SPEND YOUR MONEY

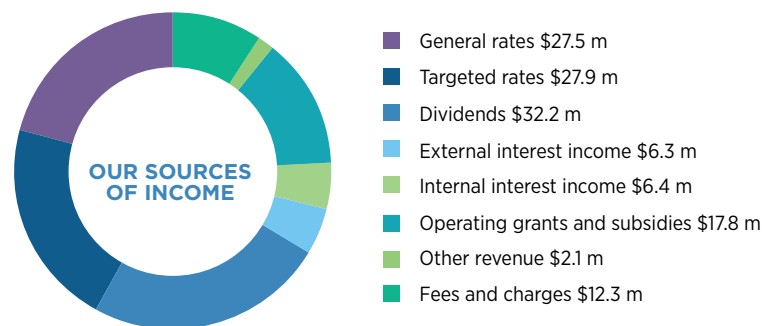
Overall, our proposed expenditure has decreased from \$187.0 million in year two of the Long Term Plan to \$182.7 million for the Draft Annual Plan 2019/20.

Our planned operating expenditure has increased from \$134.6 million to \$135.5 million. As a result, our total operating revenue is increasing from \$131.5 million to \$132.5 million to fund the additional expenditure.

The money collected through your rates is expected to make up 42% of the money that funds our operating expenditure in 2019/20. We are funding \$2.3 million contributions to third party infrastructure projects through the use of our reserves.

Capital expenditure has decreased from \$52.4 million to \$47.3 million. We have reviewed our capital works programme to ensure that our borrowings are in line with our ability to deliver on a challenging programme of work. This programme includes \$11.7 million for major repairs to our flood protection structures damaged during the April 2017 floods in the eastern Bay. We have moved \$4.5 million for the Kaituna River Re-diversion Project from 2019/20 into the capital works programme for 2018/19 as this work is being delivered ahead of schedule.

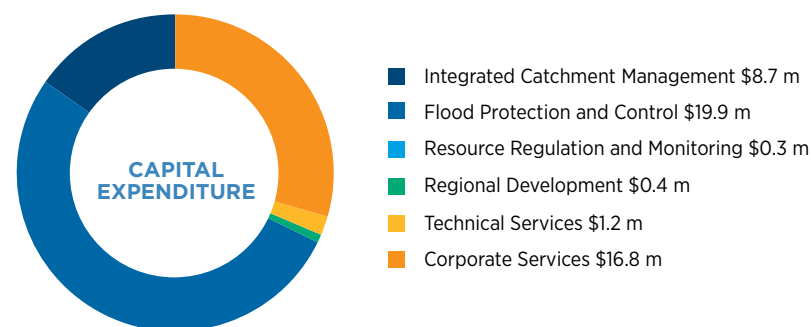
We break down our expenditure into groups of activities (what we do) as these are the basis for our prudent financial management and how we assess rates. This graph shows what we plan to spend on each group of activities and our sources of operating income.



Total income planned for 2019/20 is \$132.5 million



Total operating spending planned for 2019/20 is \$135.5 million



Total capital spending planned for 2019/20 is \$47.3 million

This table outlines the costs of our services and how they are funded. These costs include services described in our Long Term Plan, and the changes identified in this consultation document.

Group of Activities	Operating expenditure \$m	How operating costs are funded	
		Rates	Other
Integrated Catchment Management	22.7	38%	62%
Flood Protection and Control	13.1	82%	18%
Resource Regulation and Monitoring	13.3	32%	68%
Transportation	27.6	37%	63%
Regional Development	2.4	40%	60%
Regional Planning and Engagement	13.8	40%	60%
Emergency Management	2.6	68%	32%
Technical Services	10.7	35%	65%
Corporate Services	29.3	100%	
Total	135.5		

BALANCED BUDGET STATEMENT

We propose to have an unbalanced budget in 2019/20. This means that our forecast operating revenue is less than our operating expenditure. The main reason for the forecast unbalanced budget is that we are contributing funding to third party infrastructure projects which was committed to in our previous Long Term Plan. We have enough operating revenue and reserves to meet our obligations.

BORROWINGS

In the Long Term Plan we proposed to borrow \$166 million over the next 10 years to fund capital expenditure, the total net value of this has not changed.

In 2018 we borrowed \$90 million from the Local Government Funding Authority to fund our capital works programme for the first two years of the Long Term Plan. We also borrowed \$50 million to help optimise the interest costs incurred by Quayside Holdings Limited (Quayside).

Our integrated approach to treasury management ensures the most efficient use of our balance sheet. We have set prudent limits to how much we can borrow and we will remain well within our debt to revenue ratio limit of 250 percent in 2019/20. This additional capacity gives us flexibility and enables us to respond to unforeseen circumstances.

INVESTMENTS AND RESERVES

We have a 100 percent shareholding in Quayside, which in turn holds a majority shareholding in the Port of Tauranga Limited (POTL) and manages other investments on our behalf. We have forecast a dividend from Quayside of \$32.1 million in 2019/20 and we will use this income carefully, to help fund our work across the Bay of Plenty region and to reduce our rates. The dividend from Quayside will comprise just over 24% of our forecasted operating revenue.

We have three main reserves. These are the Infrastructure Fund, which is fully allocated to fund infrastructure projects, the Regional Fund, and the Toi Moana Fund. The Toi Moana Fund is a new reserve which we established through the Long Term Plan with the primary objective of providing optimised long term investment.

We have forecast to receive \$6.3 million interest revenue on our reserves funds as well as our cash investments in 2019/20. We use investment returns to reduce the amount we need to collect through general rates.

How to have your say

*You can have your say by providing a submission in any of the ways outlined below.
Submissions close 4pm on Monday 6 May 2019.*

Complete a submission at an event:

Complete a submission at one of our Information or Have Your Say community events.

Complete a submission online

Visit www.boprc.govt.nz/annualplan

Email your submission form to
annualplan@boprc.govt.nz

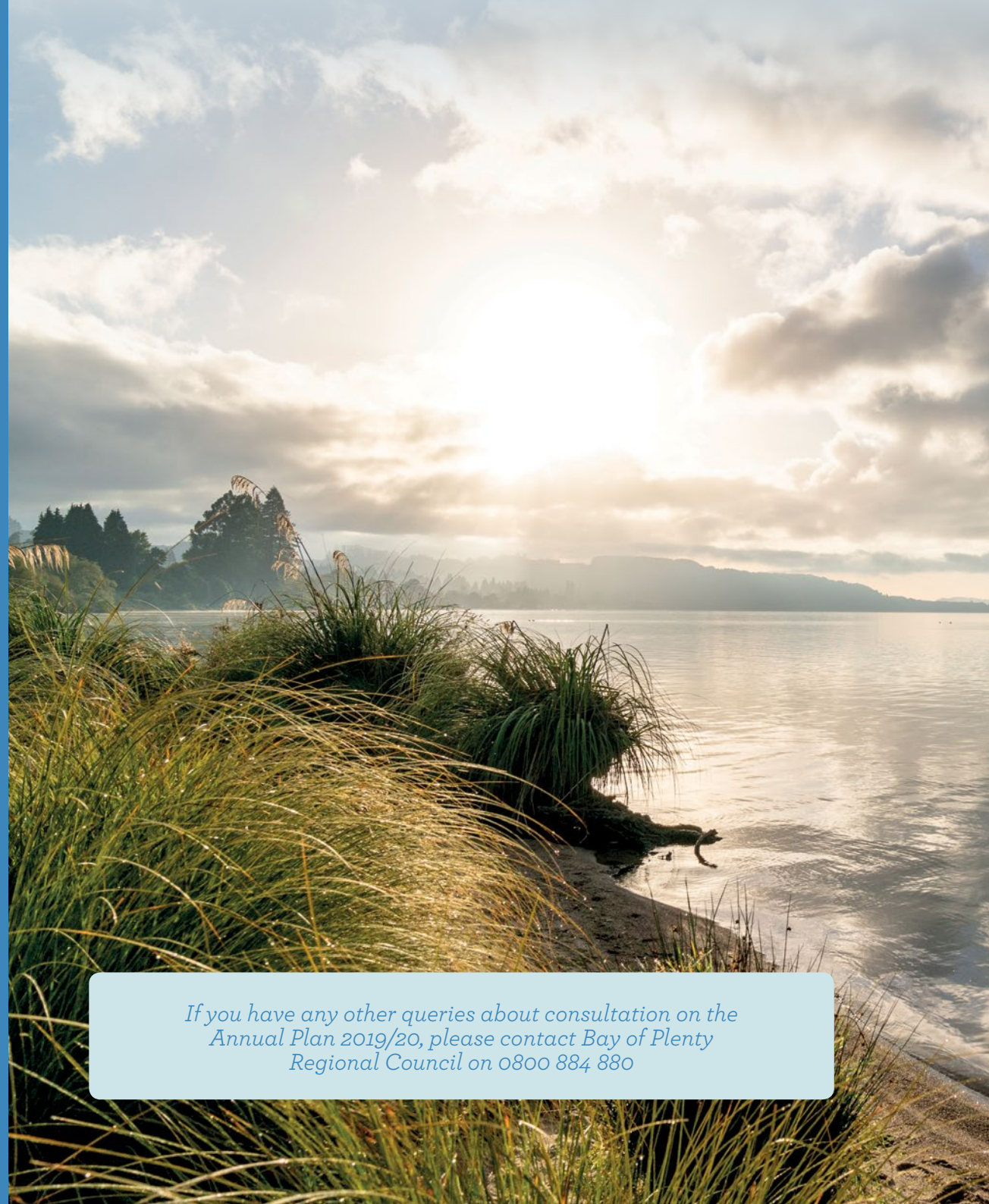
Complete the submission form attached and post it to us at:

Freeport Number 122076
Annual Plan Submissions
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Visit any of our offices across the Bay of Plenty:

5 Quay Street, Whakatāne
87 First Avenue, Tauranga
1125 Arawa Street, Rotorua

If you have any other queries about consultation on the Annual Plan 2019/20, please contact Bay of Plenty Regional Council on 0800 884 880



What do you think?



Your details

First name: _____

Surname: _____

Are you submitting as an individual, or on behalf of an organisation?

☐ Individual ☐ Organisation

Organisation (if applicable): _____

Phone number: _____

Email address: _____

Postal address: _____

Your gender:

- ☐ Male
☐ Female
☐ Gender diverse

Your age:

- ☐ 0-17 years
☐ 18-24 years
☐ 25-34 years
☐ 35-44 years
☐ 45-54 years
☐ 55-64 years
☐ 65 or older
☐ I'd rather not say

Your ethnicity:

- ☐ European
☐ Māori
☐ Pacific Islander
☐ Asian
☐ Middle Eastern/
Latin American/African
☐ Other, please specify: _____

I wish to keep my contact details confidential ☐ Yes ☐ No

*We're consulting on this Annual Plan between
18 March and 6 May 2019.*

We'll be out in the community during March and April, so if you see us, please come up and talk to us. Towards the end of April, we will be holding a series of 'Have Your Say' events, where we're inviting you to come along and, in small groups, speak with Councillors about the topics we're consulting on. These will be held instead of formal hearings. We'll be listening to what you say and taking notes which will be used by Councillors during deliberations.

☐ Yes ☐ No I will attend in person one of the 'Have Your Say' events scheduled for 29 April to 3 May 2019.

A list of where we will be and when we will be available, to speak to about this is on our website at: **www.boprc.govt.nz/annualplan**

*Please see over the page to
provide your feedback.*

If you require more space please feel free to attach extra pages. You can also make a submission online at **www.boprc.govt.nz/annualplan**

**Submissions close 4pm
Monday 6 May 2019.**

*Once completed, please
send this form to:*

Freepost Number 122076
Annual Plan Submissions
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Climate change *See page 18*

Q1: What do you want Council to prioritise when it comes to our actions on climate change?

Please **rank** the following focus areas by writing in the boxes below, 1 (high priority) to 4 (low priority):

- ☐ Focus area 1: Reducing Council's own carbon footprint (getting our 'house in order') e.g. waste and energy reduction in our offices.
- ☐ Focus area 2: Incorporating climate change considerations in our decision making
- ☐ Focus area 3: The services we provide as a regional council e.g. flood protection (adaptation), more electric buses (reducing emissions).
- ☐ Focus area 4: Collaborating with our communities to build resilience and work on the region's response to climate change

Do you have any other suggestions on actions Council could take in relation to climate change?

Regional safety and rescue services *See page 20*

Q2: How should we support charities that provide regional safety and rescue services, such as Surf Lifesaving New Zealand and Coastguard, in the Bay of Plenty?

Please tick your preferred option

- ☐ Option 1: Status quo
- ☐ Option 2: Increase Regional Council regional safety and rescue service funding
- ☐ Option 3: Centralised regional safety and rescue funding

If you require more space please feel free to attach extra pages, or you can complete a submission online, visit www.boprc.govt.nz/annualplan

General comments and feedback

Passenger transport *See page 22*

Q3: Do you support an increase in rates to fund a one year trial to improve access to tertiary education across the Bay of Plenty and for people commuting to Tauranga and Rotorua?

Please tick your preferred option

- ☐ Option 1: Status quo
- ☐ Option 2: Introduce new tertiary and commuter services for one year trial

Q4: Do you support an increase in rates to fund a one year trial of fare-free bus travel for Tauranga school students to help reduce congestion?

Please tick your preferred option

- ☐ Option 1: Status quo
- ☐ Option 2: Trial fare free bus services for Tauranga school students for one year
- ☐ Option 3: Trial more heavily subsidised bus services for Tauranga school students for one year



*For more information visit our website
www.boprc.govt.nz, call 0800 884 880
or email annualplan@boprc.govt.nz*