

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, 9 May 2019 commencing at 9.30 am.

Fiona McTavish
Chief Executive
1 May 2019



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

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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	Reason for passing this resolution in relation to this	Grounds under Section 48(1) LGOIMA 1987 for
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be Considered	matter	passing this resolution
10.1 Public Excluded Regional Council Minutes - 21 March 2019	Refer the relevant minutes	Good reason for withholding exists under Section 48(1)(a)
10.2 Public Excluded Eastern Bay of Plenty Joint Committee Minutes EBOPJC - 5 March 2019	Refer the relevant minutes	Good reason for withholding exists under Section 48(1)(a)
10.3 Public Excluded Rotorua Te Arawa Lakes Strategy Group Minutes - 05 April 2019	Refer the relevant minutes	Good reason for withholding exists under Section 48(1)(a)
10.4 Confidential Attachment 1 - Bancorp Treasury Report March 2019	To carry out commercial activities	Good reason for withholding exists under Section 48(1)(a)
10.5 Confidential Attachment 2 - Bancorp Treasury Pre-Funding Strategy Paper April 2019	To carry out commercial activities	Good reason for withholding exists under Section 48(1)(a)
Chief Executive's Six Monthly Review	To protect the privacy of a person	Good reason for withholding exists under Section 48(1)(a)

10.1 Public Excluded Regional Council Minutes - 21 March 2019	199
10.2 Public Excluded Eastern Bay of Plenty Joint Committee Minutes EBOPJC - 5 March 2019	209
10.3 Public Excluded Rotorua Te Arawa Lakes Strategy Group Minutes - 05 April 2019	211
10.4 Confidential Attachment 1 - Bancorp Treasury Report March 2019	215
10.5 Confidential Attachment 2 - Bancorp Treasury Pre-Funding Strategy Paper April 2019	221
10.6 Chief Executive's Six Monthly Review	

This report will be distributed separately.

11 Confidential Business to be Transferred into the Open
12 Readmit the Public
13 Consideration of General Business
14 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, 21 March 2019 commencing at 9.30 a.m.

Present:

Chairman: D Leeder

Deputy Chairman: J Nees

Councillors: J Cronin, L Thurston, P Thompson, D Love, N Bruning, W Clark, S Crosby, K Winters, M McDonald

In Attendance: Fiona McTavish – Chief Executive, Mat Taylor – General Manager Corporate, Namouta Poutasi – General Manager Strategy & Science, Sarah Omundsen – General Manager Regulatory Services, Chris Ingle – General Manager Integrated Catchments; Yvonne Tatton – Manager Governance, Sam Rossiter-Steed – Communications Manager, Tone Nerdrum-Smith – Committee Advisor

Other: Ashley Cheeseman – Whitewater NZ (Public Forum), Mel Fountain (Public Forum), Stephen Boyle - BOPLASS

Apologies: A von Dadelszen, T Marr, A Tahana, P Thompson (late arrival)

1 Karakia

A Karakia was provided by Cr Thurston.

2 Apologies

Resolved

That the Regional Council:

- 1 Accepts the apologies from A von Dadelszen, T Marr, A Tahana and P Thompson (late arrival) tendered at the meeting.

Winter/Love
CARRIED

3 Public Forum

Mel Fountain – Cruise Ship Terminal at Coronation Park

Key Points

- Promoted the establishment of a portable cruise ship terminal at the corner of Coronation Park

- The installation would reduce the current pressure on traffic and infrastructure in this area during the cruise ship season
- Suggested that Regional Council, as a major shareholder in the Port of Tauranga, assist in the funding of a portable terminal
- Tourism was a significant contributor to the regional economy
- Encouraged Council to explore the option of establishing a water transport vessel from Salisbury Wharf, Mt Maunganui to Tauranga CBD as this would reduce congestion on the roading network.

Presenter in Response to Questions

- Previous approaches to TCC and Port of Tauranga regarding the proposal had not been successful.

Key Points – Members

- Noted that a similar proposal had been lodged by Tourism BoP to the Provincial Growth Fund.

9.45 am – Cr Thompson **entered** the meeting.

Ashley Cheeseman – Whitewater NZ: Closure of Kaituna River Gorges (Public Excluded agenda item)

Key Points

- Considered the closure proposal to be incomplete and flawed
- Lack of consultation with local operators
- Workable solutions as proposed in the Coroner's report had not been implemented
- Kaituna River was sought out by international visitors and kayakers
- Legal closure could not be enforced and was by default a gesture only
- Sections of the river were paddled all year with no incidents
- Gnarly Gorge was recognised as hazardous and the legal closure for this part of the river was recognised as appropriate
- Closure was inconsistent with the application of the same legislation in other areas
- Health & Safety concerns by Council was 'supported by legal advice', however as this advice was not available in the public arena, it was not possible to comment on its accuracy
- Legal closure impacted on registered operators, however would not prevent individual kayakers from entering the gorges, if they so chose
- Risk assessment should involve public consultation
- Coroner had recommended a professional facilitator for the parties to use in an attempt to reach a possible solution, and had suggested Sir Michael Cullen. However, as he was heavily booked, Whitewater NZ had suggested an alternative facilitator that might be suitable.

Key Points – Members

- Chairman Leeder advised that as the item in question was in Public Excluded, it would not be appropriate for Elected Members to respond.

Staff Follow-up

- Letter from Whitewater NZ, sent to Elected Members, to be made available to the public.

4 **Acceptance of Late Items**

Noted that a procedural motion to let item 10.4 – Closing of Kaituna River Gorges (public excluded item) lie on the table and not be discussed at this meeting might be moved at that point in the agenda.

5 **General Business**

Nil

6 **Confidential Business to be Transferred into the Open**

Noted that the matter of closing Kaituna River Gorges was confidential at this stage and could not be discussed in the public arena.

7 **Declarations of Conflicts of Interest**

Cr Crosby – Quayside Holdings Ltd Half Yearly Report 2019/19 and Draft Statement of Intent (Public Excluded section).

Cr Thompson – Quayside Holdings Ltd Half Yearly Report 2019/19 and Draft Statement of Intent (Public Excluded section) and Toi EDA - Council Controlled Organisation Exemption (Public section).

8 **Previous Minutes**

8.1 **Regional Council Minutes - 14 February 2019**

Resolved

That the Regional Council:

- 1 **Confirms the Regional Council Minutes - 14 February 2019**

**Leeder/Nees
CARRIED**

8.2 **Regional Council Minutes - 25 February 2019**

Resolved

That the Regional Council:

- 1 **Confirms the Regional Council Minutes - 25 February 2019**

**Leeder/Winters
CARRIED**

8.3 Tauranga Moana Advisory Group Minutes - 15 February 2019

Resolved

That the Regional Council:

- 1 Receives the Tauranga Moana Advisory Group Minutes - 15 February 2019

Bruning/McDonald
CARRIED

9 Reports

9.1 Chairman's Report

Key Points

- Had attended the Essential Freshwaters Forum in Wellington on 12 March 2019..

Resolved

That the Regional Council:

- 1 Receives the report, Chairman's Report.

Cronin/Winters
CARRIED

9.2 Chief Executive's Report

Key Points

- As climate change work was already occurring at staff level between the various authorities, a report would not be presented to the upcoming Triennial meeting, rather it would be presented to the next Regional Direction and Development Committee meeting
- Noted the 20 March 2019 SmartGrowth Leadership Group meeting and the approval of the direction of Urban Form and Transport Initiatives (UFTI), with stage 1 completed
- Expected requests for further UFTI funding to be submitted to all councils
- TCC's Transport Business Case had been developed and submitted to the NZTA Board before the 2017 general election. It had not been considered at the time and had now been deemed as needing a re-focus to align with the new Government Policy Statement, before being resubmitted.

Key Points – Members

- Important that Council was appropriately resourced and prepared to deal with environmental and pollution matters
- Emphasized the importance of councils working actively together through the SmartGrowth vehicle

- Recognised the multi-million dollar roading assets and projects that were affected by the funding and prioritisation review undertaken by NZTA following the release of the 2018 Government Policy Statement
- Encouraged a more direct approach, rather than the more passive optional survey, to encourage feedback from consent applicants.

Resolved

That the Regional Council:

- 1 Receives the report, Chief Executive's Report.**

**Leeder/Love
CARRIED**

9.3 Councillor Appointment to the Rangitaiki River Forum

Yvonne Tatton – Governance Manager presented this item.

Key Points

- The appointee had to be at the governance level, however the appointment was a 'may', rather than a 'shall'.

Key Points – Members

- Queried whether there was a genuine need for five Regional Councillors on the Forum
- Suggested a review of the number of Councillors appointed to the Forum be reviewed as part of establishing the new Council following the elections in October this year.

Resolved

That the Regional Council:

- 1 Receives the report, Councillor Appointment to the Rangitaiki River Forum;**
- 2 Appoints Councillor McDonald as an additional member onto the Rangitaiki River Forum;**
- 3 Agrees the above appointment will take effect once Ngati Tūwharetoa (Taupo) has appointed a member to the Rangitaiki River Forum;**
- 4 Adopts the consequential amendments made to the Rangitaiki River Forum Terms of Reference, as attached at Appendix 1 to the report in the agenda.**

**Thurston/Love
CARRIED**

9.4 **Bay of Plenty Regional Council Representation on the Eastern Bay of Plenty Delegation to Jiangxi China**

Yvonne Tatton - Governance Manager presented this item and provided a brief outline of the report.

Resolved

That the Regional Council:

- 1 **Receives the report, Bay of Plenty Regional Council Representation on the Eastern Bay of Plenty Delegation to Jiangxi China;**
- 2 **Rescind the following resolution carried at the Council meeting of 13 December 2018, being:**

Appoints Cr Clark and Cr Love as the Bay of Plenty Regional Council representatives on the Eastern Bay of Plenty Mayoral Delegation to Jiangxi China in April 2019.

- 3 **Agrees that, in this instance, there will be no Bay of Plenty Regional Council representation on the Eastern Bay of Plenty Mayoral Delegation to Jiangxi China this year.**

Crosby/Love
CARRIED

9.5 **Order of Candidates on Voting Papers for the 2019 Local Authority Triennial Elections**

Resolved

That the Regional Council:

- 1 **Receives the report, Order of Candidates on Voting Papers for the 2019 Local Authority Triennial Elections;**
- 2 **Selects random as Council's preferred option for the order of candidates' names as they will appear on voting documents for the 2019 Local Authority Triennial Election.**

Love/Crosby
CARRIED

9.6 **Toi EDA - Council Controlled Organisation Exemption**

Cr Thompson declared a **conflict of interest** in this item and **abstained** from the discussion and vote.

Resolved

That the Regional Council:

- 1 **Receives the report, Toi EDA - Council Controlled Organisation Exemption;**
- 2 **Exempts Toi-EDA from the provisions related to Council Controlled Organisations as provided for under section 7 of the Local Government Act 2002 for a period of three years from March 2019 to March 2022.**
- 3 **Notes that Opotiki, Whakatāne and Kawerau District Councils are undertaking an approval process to exempt Toi-EDA from the CCO requirements.**

Love/Bruning
CARRIED

10.42 am – The meeting **adjourned**.

10.58 am – The meeting **reconvened**.

9.7 **Bay of Plenty Local Authority Shared Services (BOPLASS) Draft Statement of Intent 2019/20, and Half Yearly Report 2018/19**

Stephen Boyle - BOPLASS presented this item.

Key Points

- There had been no significant changes since the previous Statement of Intent

11.00 am – Chairman Leeder **withdrew** from the meeting and Cr Nees **assumed** the chair.

- BOPLASS had a strong and positive working relationship with the partner councils.

11.02 am – Chairman Leeder **entered** the meeting and **re-assumed** the chair.

Fiona McTavish - Chief Executive in Response to Questions

- BOPLASS was primarily focussed on procurement and was achieving significant savings for the partner councils
- There was no desire by the partner councils to pursue other opportunities beyond the current, successful model.

Resolved

That the Regional Council:

- 1 **Receives the report, Bay of Plenty Local Authority Shared Services (BOPLASS) Draft Statement of Intent 2019/20, and Half Yearly Report 2018/19;**
- 2 **Notes the Draft SOI 2019/20, and Half Yearly Report 2018/19.**

Winter/Bruning
CARRIED

9.8 Public Excluded Section

Resolved

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
Quayside Holdings Limited Half Yearly Report 2018/19 and Draft Statement of Intent 2019/20	To protect the commercial position of an individual	Good reason for withholding exists under Section 48(1)(a)
Harbourmaster Direction – Closure of Kaituna River Gorges	To protect measures that may prejudice the health and safety of the public and maintain legal professional privilege	Good reason for withholding exists under Section 48(1)(a)
Awatarariki Fanhead Managed Retreat	To carry out commercial and industrial negotiations	Good reason for withholding exists under Section 48(1)(a)
Te Pourepo o Kaituna land negotiations and status update	To protect the commercial position of an individual	Good reason for withholding exists under Section 48(1)(a)
Tauranga Bus Contracts - Response to Feedback for Services to Matua, Maungatapu and Papamoa	To carry out commercial and industrial negotiations	Good reason for withholding exists under Section 48(1)(a)

THAT Rob McLeod and Scott Hamilton - Quayside Holdings Ltd be permitted to remain for that part of the Public Excluded meeting due to their knowledge of the matter under discussion.

Leeder/Bruning
CARRIED

10 Reports - *Continued*

10.1 Local Government Funding Agency (LGFA) Draft Statement of Intent 2019/20 and Half Yearly Report 2018/19

Mat Taylor – General Manager Corporate presented this item.

2.29 pm – Cr Winters **withdrew** from the meeting.

Resolved

That the Regional Council:

- 1 Receives the report, Local Government Funding Agency (LGFA) Draft Statement of Intent 2019/20 and Half Yearly Report 2018/19;**
- 2 Notes the draft Statement of Intent 2019/20 and the continuation of LGFA's performance targets and core mandate set out within it.**

**Cronin/Crosby
CARRIED**

10.2 Pukaia: Toi Moana Communications and Engagement Strategy

Sam Rossiter-Steed – Communications Manager presented this item.

Key Points

- There was a lack of understanding in the community regarding the responsibility of Regional Council vs that of the respective Territorial Authorities.

Key Points – Members

- Recognised the challenges in reaching the wider community effectively, e.g. Facebook was not necessarily an effective social media channel and other avenues might provide better results
- Direct communication, e.g. letterbox drops, often proved effective
- Key partners, in particular in the transport and climate change area, often had a perception that they were not heard despite repeatedly addressing Council

2.40 pm – Cr Love **withdrew** from the meeting

Resolved

That the Regional Council:

- 1 Receives the report, Pukaia: Toi Moana Communications and Engagement Strategy;**
- 2 Approves Pukaia – Toi Moana Communications and Engagement Strategy.**
- 3 Approves the media protocols.**
- 4 Notes the work being undertaken on the Detailed Action Plan.**

**Thompson/Nees
CARRIED**

The meeting observed a moment of silence in recognition of the terrorist event in Christchurch on Friday 15 March 2019 where 50 people were killed.

The meeting closed at 2.46 pm

Confirmed DATE

Doug Leeder
Chairman - Bay of Plenty Regional Council

Minutes of the Eastern Bay of Plenty Joint Committee Meeting held in Mataatua Room, Bay of Plenty Regional Council, 5 Quay Street, Whakatāne on Tuesday, 5 March 2019 commencing at 1.00 p.m.

Present:

Chairman: Councillor B Clark (Bay of Plenty Regional Council)

Deputy Chairman: Deputy Mayor L Riesterer (Opotiki District Council)

Appointees: Mayor J Forbes (Opotiki District Council), Mayor M Campbell (Kawerau District Council), Mayor A Bonne (Whakatāne District Council), Councillor N Bruning (Bay of Plenty Regional Council), Councillor Sparks (Kawerau District Council), Deputy Mayor J Turner (Whakatāne District Council)

In Attendance: Bay of Plenty Regional Council (BOPRC): Chairman Doug Leeder, David Phizacklea – Regional Development Manager, Santiago Bermeo – Strategic Planner, Reuben Fraser – Consents Manager, T Nerdrum-Smith – Committee Advisor

Whakatāne District Council (WDC): Stephanie O'Sullivan – Chief Executive, Julie Gardyne - General Manager Strategy and Economic Development, Glenda Spackman – Strategic Analyst,

Ōpōtiki District Council (ODC): Aileen Lawrie – Chief Executive,

Kawerau District Council (KDC): Russell George – Chief Executive Officer

1 **Chairperson's Introduction**

The Chairperson welcome those present to the first meeting of the Committee in 2019, and recognised the recent passing of Cr Riesterer's father.

2 **Apologies**

Nil

3 **Public Forum**

Nil

4 **Acceptance of Late Items**

Nil

5 **Confidential Business to be Transferred Into the Open**

Noted that a verbal progress report would be provided on the postponed Public Excluded item: Proposal for Seeking Registrations of Interest for Eastern Bay Rock Supply.

6 Declaration of Conflicts of Interest

Nil

7 Previous Minutes

7.1 Minutes - Eastern Bay of Plenty Joint Committee - 12 November 2018

Resolved

That the Eastern Bay of Plenty Joint Committee:

- 1 Confirms the minutes of the Eastern Bay of Plenty Joint Committee - 12 November 2018.

Turner/Bruning
CARRIED

8 Reports

8.1 Eastern Bay Of Plenty Local Alcohol Policy - Delay of Review

Glenda Spackman – Strategic Analyst WDC presented this item on behalf of the three Eastern Bay of Plenty District Councils.

Key Points

- All Councils were required to have a Local Alcohol Policy (LAP), which provided direction for the District Licencing Committees
- The current LAP required a review at either 18 months or three years after adoption, however by law, a review was not required until at the six year mark
- As the 2018 census data was not yet available, if a review was undertaken now, it would rely on the 2016 data, which could open the LAP to appeals
- Had commenced data collection through meetings with the Police and District Health Boards, and was working closely with the various agencies to provide robust information for the review
- Was also gathering information from Councils, e.g. when there was a noise control issue, was alcohol involved.

In Response to Questions

- A minimum of one year's worth of data was required for an effective review
- Recognised that alcohol was known to cause harm in the Eastern Bay of Plenty.

Resolved

That the Eastern Bay of Plenty Joint Committee:

- 1 **Receives the report, Eastern Bay Of Plenty Local Alcohol Policy - Delay of Review;**
- 2 **Approve Option 1: Delay the review of the joint LAP to within six years of adoption (by March 2022);**
- 3 **Recommend to Kawerau, Ōpōtiki and Whakatāne District Councils that they resolve to delay the review of the joint LAP to within six years of adoption; and**
- 4 **Notes that the joint Local Alcohol Policy working group will report back to the Eastern Bay of Plenty Joint Committee with a proposed review timeline and next step.**

**Forbes/Bonne
CARRIED**

8.2 **Freshwater-Related Opportunities and Barriers to Sustainable Economic Growth**

PowerPoint Presentation - Reference A3148350

David Phizacklea – Regional Development Manager BOPRC introduced Santiago Bermeo – Senior Planner BOPRC who presented this item.

Key Points of Presentation

- Setting Freshwater Objectives, Limits and Methods: A 2-Step Process
 - Region-wide quantity
 - Water management areas (quality & quantity)
- Information Base
- An Action from the Regional Growth Strategy
- Approach
- Key Findings
- Surface Water, Eastern Bay
- Groundwater, Eastern Bay.

In Response to Questions

- This particular study did not include an in-depth consideration of the impact of climate change
- A high level groundwater model was being developed for the Kaituna catchment and would also be done for Rangitaiki
- The National Policy Statement required regional standards to be adopted by 2030.

Key Points – Members & Attendees

- The current 'first in, first served' principle was expected to be challenged at Central Government level.

Resolved

That the Eastern Bay of Plenty Joint Committee:

- 1 **Receives the report, Freshwater-related opportunities and barriers to sustainable economic growth.**

**Clark/Bruning
CARRIED**

9 **Presentations/Discussion**

9.1 **Visit to China**

Stephanie O'Sullivan – Chief Executive WDC provided a verbal update on the scheduled delegation to China.

Key Points

- Following consultation with the partner Councils and Central Government, an agreement had been reached that the trip originally planned for April 2019, would be postponed until June 2019.

Key Points – Members and Attendees

- Cr Clark advised that he had withdrawn as a Regional Council delegate
- Recognised that China had an expectation of top representation as part of the delegation, i.e. Mayors/Chairpersons
- It was the responsibilities of the respective Councils to determine whether or not a delegation should be sent
- The two Bay of Plenty Regional Councillors who had been appointed as delegates had now withdrawn. A decision with regards to a third nominee and whether BOPRC would still participate in the delegation, was to be made at the next Council meeting
- Noted that the resolution of the Joint Committee and the Regional Council to send delegates to China was current at this stage.

9.2 **Future Direction of the Committee**

Julie Gardyne - General Manager Strategy and Economic Development WDC provided an introduction of this discussion.

Key Points

- Future work programme for the Committee and topics for discussion for 2019:
 - Local Alcohol Policy
 - Climate change
 - Freshwater management
 - Economic/workforce development
 - Presentations by other Government agencies regarding their work programmes
 - Three waters discussion
 - Activities Commission
 - Natural hazards management
- Standing items for each meeting:
 - Toi EDA update

- Climate Change
- Tourism opportunities and challenges
- Treaty settlements and Iwi partnerships.
- Regional economic development (not limited the Eastern Bay of Plenty).

Key Points – Members

- The link and interaction between the Regional Spatial Plan (Invest Bay of Plenty) vs the Eastern Bay of Plenty Spatial Plan needed to be clarified
- Population growth in the Eastern Bay of Plenty and the associated impact on infrastructure needed to be monitored and planned for
- Recognised the resources required for effective future planning
- Information reports to the Joint Committee enabled Members to report back to their respective Councils.

Staff Follow-up for the Next Meeting

- Invite Toi EDA Board and Management to next meeting of the Joint Committee
- Report/Presentation regarding the Regional Spatial Plan.

9.3 **Update by Toi EDA**

As Toi EDA was currently without a General Manager, this item was deferred to the next meeting of the Committee.

10 **Public Excluded Section**

Resolved

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
Proposal for seeking registrations of Interest for Eastern Bay Rock Supply	To carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	Good reason for withholding exists under Section 48(1)(a)

**Bonne/ Campbell
CARRIED**

The meeting closed at 2.41 pm

Confirmed DATE

Cr Bill Clark - Chairperson
Eastern Bay of Plenty Joint Committee

Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 15 March 2019 commencing at 9.30 a.m.

Present:

Chairman: S Crosby (Bay of Plenty Regional Council)

Deputy Chairman: J Nees

Appointees: Deputy Mayor D Donaldson - Alternate, Rotorua Lakes Council, Mayor A Bonne - Whakatāne District Council, Councillor T Molloy - Alternate, Tauranga City Council, Councillor R Curach - Tauranga City Council, Councillor B Julian - Alternate, Kawerau District Council, Councillor D Thwaites - Western Bay of Plenty District Council, R l'Anson - Acting Regional Director Waikato/BOP, New Zealand Transport Agency, Councillor L Thurston - Alternate, Bay of Plenty Regional Council, A Talbot - Alternate, New Zealand Transport Agency

In Attendance: J Galbraith - Freight Advisor, D Kneebone - Port Advisor/Property & Infrastructure Manager, Port of Tauranga,

BOPRC: Chairman Leeder, Cr David Love, Cr Norm Bruning, Namouta Poutasi – General Manager Strategy & Science, Bron Healey – Senior Transport Planner, T Nerdrum-Smith – Committee Advisor

Other: David Cunliffe – Stakeholder Strategies, Janeane Joyce - Channeled Planning and Contracting

Apologies: Mayor J Forbes - Ōpōtiki District Council, Councillor K Young - Alternate, Opotiki District Council, Mayor S Chadwick - Rotorua Lakes Council, Councillor A Iles - Alternate, Whakatāne District Council, Mayor M Campbell - Kawerau District Council,

1 Apologies

Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Mayor M Campbell - Kawerau District Council, Mayor J Forbes - Ōpōtiki District Council, Councillor K Young - Alternate, Opotiki District Council, Mayor S Chadwick - Rotorua Lakes Council, Councillor A Iles - Alternate, Whakatāne District Council tendered at the meeting.

Bonne/Curach
CARRIED

2 Public Forum

Nil

3 Acceptance of Late Items

Nil

4 General Business

Nil

5 Declaration of Conflicts of Interest

Nil

6 Previous Minutes

6.1 Regional Transport Committee Minutes - 23 November 2018

Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 23 November 2018

Nees/Donaldson
CARRIED

7 Reports

7.1 Update from Committee Members and Advisors

Dan Kneebone – Port of Tauranga

Key Points

- The planned expansion into Sulphur Point was progressing well, with demolition of Port sheds being the initial stage
- Had liaised with local iwi and hapū in the consenting process
- Was working with NZTA and TCC regarding traffic flow at the surrounding roading network, including the potential to change in status of Totara Street and Hull Road to State Highway.

Key Points – Members

- There was a significant process surrounding changing the status of roads and a report could be brought to the Committee for consideration of possible support, once further information was available.

Ross l'Anson – New Zealand Transport Agency

Key Points

- Introduced himself as the interim NZTA representative on the Committee, following the departure of Parekawhia McLean.

John Galbraith – Freight Advisor**Key Points**

- A network of Toi Ohomai training posts for drivers and operators was being established
- The training could also include bus drivers.

Mayor Bonne – Whakatāne District Council**Key Points**

- Noted the fatal accident at the Matatā straight where three road workers had been killed and Health & Safety regulations would be re-emphasised as a result
- The amount of roadwork on the roading network meant drivers no longer paid attention to the lowered speed limits
- 30km/h speed limit meant there were people working along the road.

Cr Stuart Crosby (Chairperson) – Bay of Plenty Regional Council**Key Points**

- Focus had been on public transport since December 2018 and recognised the significant issues with the implementation of the new service provider and changed routes
- Main challenge was the lack of trained bus drivers and remedial actions had been put in place, with the main priority being school buses
- Three community meetings had been held and mainly addressed concerns regarding changed routes
- Effective delivery of bus services was a national issue, with the lack of qualified drivers being the main challenge
- A report regarding a review of the entire public transport network would be presented to the Public Transport Committee meeting on 29 March 2019.

Cr Jane Nees (Deputy Chairperson) – Bay of Plenty Regional Council**Key Points**

- Recognised the ongoing review of the Bay of Connections and the impact on the wider Bay of Plenty region.

Deputy Mayor Dave Donaldson – Rotorua Lakes Council**Key Points**

- Supported Mayor Bonne on the roadwork signage concerns and encouraged this to be further discussed with NZTA
- Noted the improvement with regards to road signs not being left when there was no works being undertaken which had created a blasé attitude
- A new parking regime had been introduced in Rotorua CBD
- Parking and traffic flow in the CBD would be discussed at the RLC's Annual Plan Forum today.

Cr Rick Curach – Tauranga City Council

Key Points

- A new Committee (Urban Form and Transport Development) was an amalgamation of the Transport Committee and the City Transformation Committee and would provide a more strategic direction, rather than being focussed on operational issues.
- The Committee was to be chaired by Cr Larry Baldock and the change might impact on the TCC representation on the Regional Transport Committee
- Concerned regarding oversubscriptions to national funds, e.g. the enhanced FAR, and the negative impact on the RLTP and the PT Blueprint
- Concerned regarding the deteriorating relationship with NZTA
- Noted the challenges in Greerton and Welcome Bay as a result of roading changes which did not appear to meet the community's needs.

Key Points – Members

- Concerned that engineering considerations for roading projects were overly comprehensive and possibly unnecessary, which increased costs and slowed down progress.

Dr Don Thwaites – Western Bay of Plenty District CouncilKey Points

- Welcomed Ross l'Anson as the new NZTA representative
- 15 road seal extensions taking place in the rural community
- About to embark on the second reconstruction of Omokoroa Road
- Omokoroa to Tauranga cycle/walkway was progressing well with a clip on bridge across the Wairoa River
- The start of the kiwi fruit season would increase congestion on the roads.

Cr Bernice Julian – Kawerau District CouncilKey Points

- LED street lights had been installed
- Was in the middle of the annual roading re-seal project
- Installation of the right-hand turn on SH34 into the dairy factory was underway
- There was ongoing work relating to culverts for flood protection and the railway crossing.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Update from Committee Members and Advisors.**

**Curach/Crosby
CARRIED**

7.2 New Zealand Transport Agency Update

PowerPoint presentation – Reference A3157447

Ross I'Anson – Acting Director Regional Relationships and Alistair Talbot – Lead Strategic Planner presented this item.

Key Points of Presentation

- New Road Safety Strategy
- Creating a safe network
- Travel demand management
- Re-evaluations
- Barkers Corner roundabout metering.

Presenters in Response to Questions

- The re-evaluation of projects under the new Government Policy Statement focussed on the higher volume networks
- There was currently no list of prioritised funding
- High-risk projects were oversubscribed in the national fund
- Recognised that NZTA worked within an environment of oversubscriptions at all times.

Key Points – Members

- Concern at time taken to complete the re-evaluation of projects and provide certainty on scope and timing.
- Tenders for projects were often significantly above the costs estimated by Councils and this represented a significant issue when NZTA funding was not forthcoming
- Commuters in Pyes Pa would actively avoid Barkers Corner, which increased the pressure on the surrounding local roads
- Concerned that safety barriers on the side of the road meant drivers were unable to pull over in a safe manner, e.g. if they had a puncture.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, New Zealand Transport Agency Update.**

**Crosby/Thwaites
CARRIED**

7.3 Urban Form and Transport Initiative - Western Bay of Plenty

PowerPoint Presentation – Reference A3157649

David Phizacklea – Regional Development Manager introduced David Cunliffe – Stakeholder Strategies who attended the meeting to present this item.

Key Points of Presentation

- UFTI Update
- Outline/Introduction
- Potential long-term housing solutions identified, but still uncertain
- UFTI is an integrated project, aiming to deliver a fundable programme

- UFTI needs to resolve near-term housing and transport issues - and deliver an integrated, long-term, urban form and transport strategy
- At the heart of the problem are four interdependent issues
- In the next phase UFTI will develop base case answers to the questions
- The project will be undertaken in four phases
- How can UFTI benefit RTC
- Example output: EBOP freight flows may not be captured by Tauranga Traffic Model (TTM)
- Recent growth not sustainable on most Bay of Plenty State Highways
- Of the EBOP PGF projects, only water bottling has the potential to materially impact traffic
- EBOP PGF projects estimated to increase demand during summer
- Level rail crossing obstruct traffic between 1 and 15% of the time – but very few run during peak traffic hours.

Key Points of Presenters

- As the pressure on the existing roadwork increased, service would deteriorate unless remediation was undertaken urgently
- Collated data did not necessarily support the perception that the public considered single-occupancy vehicles as the preferred means of transport, rather there was an appetite for modal shift
- Recognised the importance of the KiwiRail study, which the Committee was supporting
- Upper North Island Supply Chain Strategy and the Auckland to Hamilton Corridor were recognised as crucial inputs into the work
- Involvement of iwi and the impact on Papakainga Housing were recognised as important
- An overall Project Director was important to ensure continuity of information supply.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Urban Form and Transport Initiative - Western Bay of Plenty.**

**Curach/Donaldson
CARRIED**

11.05 am – The meeting adjourned.

11.25 am – The meeting reconvened.

7.4 Transport Planning Update

Bron Healey – Senior Transport Planner presented this item.

Key Points

- In the process of preparing for the Government Policy Statement 2021
- There had been no update regarding a possible interim review of the Government Policy Statement 2018
- The National Road Safety Strategy was currently under review.

In Response to Questions

- The toll increase letter to NZTA, included as an attachment in the agenda, was aimed specifically at the two Bay of Plenty toll roads, however also took into consideration the potential wider aspects of toll increases.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Transport Planning Update;**
- 2 Endorse the letter to the Interim Chief Executive of NZTA regarding the Bay of Plenty toll road price increases.**

**Bonne/Donaldson
CARRIED**

7.5 Bay of Plenty Passenger and Freight Rail Phase 1 Investigation Outline

Janeane Joyce – Channeled Planning and Contracting attended the meeting for this item and provided an outline of the report.

Key Points

- Was responsible for phase 1 of the Bay of Plenty Passenger and Freight Rail Investigation
- The change in Central Government had created a shift in the view on what a rapid transit system should look like
- Key aspect of the investigation was a collaborative partnership and co-operative approach
- Phase 1 also designed to meet NZTA's Strategic Business Case requirements.

Key Points – Members

- Positive to see this investigation underway as rail could have a significant impact on the pressurised roading networks.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Bay of Plenty Passenger and Freight Rail Phase 1 Investigation Outline;**
- 2 Considers and endorses the planned approach for the Phase 1 Investigation.**

**Crosby/Nees
CARRIED**

7.6 Role of the Regional Transport Committee

Chairperson Crosby and Bron Healey – Senior Transport Planner introduced this item, which came as a result of the Regional Transport Workshop following the last meeting of the Committee.

Key Points – Members

- The Regional Transport Committee should cement its role as a political and community transport leader
- Suggested an increased emphasis on the Regional Advisory Group's technical advice
- There would be benefits of a member or advisor on the Committee who represented an environmental/sustainability viewpoint
- Noted that the Committee had the authority to appoint Advisors

Staff Follow-up

- Regional Advisory Group (RAG) minutes be provided to the Committee
- Prepare a report for the Committee to appoint an external sustainability advisor.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Role of the Regional Transport Committee.**

That the Regional Transport Committee recommends that the Regional Council:

- 2 Approves amendments to the Regional Transport Committee's Terms of Reference as detailed in Appendix 2 of the report.**

**Julian/Curach
CARRIED**

12.00 pm – Cr Nees **withdrew** from the meeting.

7.7 Regional Land Transport Plan Variation - State Highway 2: Wainui Road to Opotiki (Wainui Road)

Key Points – Members

- Noted that the Wainui Road provided an alternative to the State Highway route.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Variation - State Highway 2: Wainui Road to Opotiki (Wainui Road).**
- 2 Approves the requested scope change to the State Highway 2: Wainui Road to Opotiki activity in the Bay of Plenty Regional Land Transport Plan 2018.**
- 3 Determines that the proposed variation is not significant for the purposes of public consultation.**

**Mayor Bonne/Julian
CARRIED**

7.8 Bay of Plenty Transport-Related Provincial Growth Fund Proposals

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Bay of Plenty Transport-Related Provincial Growth Fund Proposals.**

**Crosby/Thwaites
CARRIED**

12.03 pm – Cr Nees entered the meeting.

7.9 Regional Land Transport Plan Implementation Report

Bron Healey – Senior Transport Planner presented this item.

Presenters in Response to Questions

- Stock effluent strategic case had been presented to NZTA and further information had been requested as a result.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Implementation Report.**

**Crosby/Mayor Bonne
CARRIED**

7.10 Regional Land Transport Plan Annual Report Card 2017/18

PowerPoint Presentation – Reference A3157449

Bron Healey – Senior Transport Planner presented this item.

Key Points of Presentation

- A measure of progress
- Final year of RLTP 2015
- Demand Indicators
 - 12,000 more vehicles on the roads
 - State Highway traffic volumes are increasing
- Economic Performance
 - Freight volumes on ECMT rail lines are increasing
- Safety
 - Five year trend in deaths and serious injuries gradually increasing
- Resilience
 - National and regional SH routes were closed for 47 hours in 2017, 96% due to crashes

12.24 pm – Mayor Bonne **withdrew** from the meeting

- Land use and transport integration
 - Public transport trips per capita continued to decrease
- Environmental sustainability
 - 12% of all trips by more sustainable methods
 -

Key Points – Members

- Recognised the significant contribution by cars to air pollution
- Alternative means of transport, e.g. electric scooters, was anticipated to have an increasing impact on traffic movements and correspondingly on air quality
- Sought information/reporting on incidents caused by phone use/texting while driving
- In some more rural areas, single vehicle travel was the only option

In Response to Questions

- Future reporting from NZTA was expected to provide higher level of details with regards to sustainability
- Public transport transfers, i.e. use of the same or two separate tickets as part of a longer, but segmented trip, was counted as one trip if the ticket was used within the same hour.

NZTA in Response to Questions

- SH2/SH29 resilience seen in relation to the Kaimai rail tunnel, formed part of the NZTA strategic business case.

Staff Follow-up

- Cause of roading incidents to be reported to the Committee.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Annual Report Card 2017/18.**

**Nees/Crosby
CARRIED**

The meeting closed at 12.36 pm

Confirmed DATE

Cr Stuart Crosby
Chairperson – Regional Transport Committee

Minutes of the Rotorua Te Arawa Lakes Strategy Group Meeting held in the Council Chamber, Rotorua Lakes Council, Civic Administration Building, 1061 Haupapa Street, Rotorua on Friday, 5 April 2019 commencing at 9.30a.m.

Present:

Deputy Chairman: Mayor Steve Chadwick - Rotorua Lakes Council

Appointees: Councillor Karen Hunt - Rotorua Lakes Council; Councillor Kevin Winters - Bay of Plenty Regional Council; Raina Meha - Te Arawa Lakes Trust; Nuki Nicholson - Alternate, Te Arawa Lakes Trust

In Attendance: Ministry for the Environment: Martin Workman - Director of Water

Rotorua Lakes Council: Geoff Williams - Chief Executive

Bay of Plenty Regional Council - Toi Moana: Councillors Jane Nees and Lyall Thurston; Chris Ingle - General Manager, Integrated Catchments; Helen Creagh - Rotorua Catchments Manager; Yvonne Tatton - Governance Manager; Anna Grayling - Principal Advisor Rotorua Catchments; Ruth Keber - Marketing and Communications Advisor; Karla Kereopa - Rotorua Catchments Coordinator; Arash Alaeinia - Rotorua Catchments Advisor (Landowners); Merinda Pansegrouw - Committee Advisor

Te Arawa Lakes Trust: Karen Vercoe - Chief Executive; Nicki Douglas - Manager Environment; Geoff Rolleston - Te Arawa Lakes Trust Board

Others:

Chris Sutton - Rotorua Lakes Rural Board / Chairperson Project Rerewhakaaitu; Simon Park - Policy Advice, Rural Engagement, Research: Landconnect Ltd, Tauranga; Don Atkinson - Chair, Lakes Water Quality Society

Apologies: Sir Toby Curtis - Chairman, Te Arawa Lakes Trust; Chairman Doug Leeder - Bay of Plenty Regional Council - Toi Moana

Deputy Chairperson, Mayor Steve Chadwick chaired the meeting.

1 Apologies

Resolved

That the Rotorua Te Arawa Lakes Strategy Group:

- 1 Accepts the apologies from Sir Toby Curtis and Chairman Doug Leeder tendered at the meeting.

Hunt/Winters
CARRIED

2 Report

2.1 Amendments to Rotorua Te Arawa Lakes Strategy Group Agreement and Terms of Reference

Bay of Plenty Regional Council - Toi Moana Governance Manager Yvonne Tatton presented the report.

Resolved

That the Rotorua Te Arawa Lakes Strategy Group:

- 1 Receives the report, Amendments to Rotorua Te Arawa Lakes Strategy Group Agreement and Terms of Reference;
- 2 Endorses the following amendments to the Rotorua Te Arawa Strategy Group Agreement:

Membership:

The membership of the Group shall comprise of six members:

- 2.1 Two members of the Te Arawa Lakes Trust Entity appointed by that entity who are governance members; and
- 2.2 Two members of the Bay of Plenty Regional Council appointed by that Council one of whom is the Chairperson of that Council; and
- 2.3 Two members of the Rotorua Lakes Council appointed by that Council one of whom is the Mayor of that Council.
- 2.4 Plus one non-voting Pou Takiwaiaora (Chairperson), appointed by the Strategy Group members for a three year term in alignment with the Local Government triennium.
- 3 Endorses that the additional amendments are reflected in the Rotorua Te Arawa Strategy Group's Terms of Reference.
- 4 Approves the Guidelines for the Pou Takiwaiaora position.
- 5 Appoints Sir Toby Curtis as Pou Takiwaiaora of the Rotorua Te Arawa Lakes Strategy Group.

- 6 Notes the appointment of Roana Bennett as the Te Arawa Lakes Trust member, with Nuki Nicholson appointed as the alternate member to replace Willie Emery.
- 7 Notes the change in the Ministry for the Environment's representative to the Rotorua Te Arawa Lakes Strategy Group.

Winters/Meha
CARRIED

3 General Business

The following matter was raised for information:

- 1 Bay of Plenty Regional Council Annual Plan Consultation Process for 2019/20

Refer tabled item Objective ID A3183072.

4 Confidential Business to be Transferred into the Open

Nil

5 Declaration of Conflicts of Interest

Nil

6 Order of Business

With the agreement of members, the following items were scheduled for consideration as the last two items on the agenda:

- Item 4 - Public Forum – Don Atkinson - Chairperson, Lakes Water Quality Society
- Item 10.1 - Recommendations on Low Nitrogen Land Use Fund 2018 (Public Excluded)

7 Previous Minutes

7.1 Rotorua Te Arawa Lakes Strategy Group Minutes - 2 November 2018

Resolved

That the Rotorua Te Arawa Lakes Strategy Group:

- 1 Confirms the Rotorua Te Arawa Lakes Strategy Group Minutes - 2 November 2018 as a true and correct record with the inclusion of the following amendments:
 - Page 43 (Page 7 of the minutes) – Under “Members’ Comments” – third bullet – change the typo from “Customs” to “Customers”
 - Page 43 (Page 7 of the minutes) – Under Resolutions – the third Resolution change the typo from “Customs” to “Customers”

Winters/Hunt
CARRIED

8 Reports - Continued

8.1 Rotorua Te Arawa Lakes Programme - Status Update and 6 Month Report (2018 - 2019)

Refer PowerPoint Presentations (Objective ID A3180580 and A3180901) and tabled item Objective ID A3183074

Bay of Plenty Regional Council – Toi Moana Rotorua Catchments Manager Helen Creagh provided a PowerPoint Presentation update on progress made with the Rotorua Te Arawa Lakes Programme since the November 2018 meeting.

Chris Sutton, Chairperson Project Rerewhakaaitu and Simon Park, Landconnect Ltd, provided a PowerPoint Presentation updating members on Project Rerewhakaaitu:

Key Points – Project Rerewhakaaitu Update:

- Tarawera Lakes Restoration Plan, developed by Bay of Plenty Regional Council (BORPC) with community input, had included as part of the agreed actions, the development of Farm Environmental Plans (FEPs) for the inner and outer Tarawera lakes catchments
- Development of the new FEPs were based on industry templates and Overseer
- Provided an example of a FEP (Refer tabled item)
- Highlighted that since Lake Tarawera itself was not meeting its Natural Resources Regional Plan water quality targets, aggregated nutrient loss data from the FEP project would help inform catchment modelling
- Data from FEPs would also inform the local community on the complex linkages within the Tarawera lakes system and the need for any land use rules.

Members' Comments:

- Enquired about the possibility of offering an education component on the Water Quality of the Lakes as a module at schools in order to create further public awareness: possibly commencing with Te Rangihakahaka Centre for Science and Technology as a point of departure
- Emphasised the need to include issues relating to water quality in the school curriculum – mostly in a new and innovative way. Practical exposure such as boat trips to educate and create awareness would be ideal.

Item for Staff Follow-up:

- A follow-up Lake Rotorua Boat Trip to be convened for members of the Rotorua Te Arawa Lakes Strategy Group who was unable to accompany the trip scheduled for 3 April 2019, preferably after winter.

Resolved

That the Rotorua Te Arawa Lakes Strategy Group:

- 1 Receives the report, Rotorua Te Arawa Lakes Programme - Status Update and 6 Month Report (2018 - 2019);**
- 2 Approves the 2018-2019 Six Month Report for the Programme, for submission to the Minister for the Environment; and**

- 3 Approves Change Request 64 to move funds from the Lake Rotorua Incentives Scheme to the Gorse Conversion Project for the current financial year, noting that the total spend of either project over their life will not be affected.**

**Winters/Hunt
CARRIED**

8.2 Te Arawa Lakes Trust Funding Proposal and Update Report

Te Arawa Lakes Trust (TALT) Environment Manager Nicki Douglas presented the report and responded to questions:

Key Points:

- Funding Proposal
 - Following the November 2018 meeting, TALT had met with Minister Parker and Ministry for the Environment Chief Executive Officer Vicki Robertson to progress the discussion regarding an allocation of funding to the Te Arawa Lakes Trust
 - The Minister was supportive of the approach and the matter was currently ongoing in liaison with MfE
 - The Steering Group was scheduled to meet in May 2019 and a report would be submitted to the Rotorua Te Arawa Lakes Strategy Group in June 2019
- The second phase of the Cultural Impact Assessment (CIA) for the Tarawera Sewerage Scheme was ongoing
- TALT had completed three Cultural Mapping reports for the existing lakes structures and were currently undertaking Cultural Mapping for Lakes: Tarawera, Okareka, Rerewhakaitu and Rotoiti
- Catfish Volunteer Programme:
 - 140 volunteers had signed
 - 50 - 60 were actively netting
 - From April 2019 the first school would be set up for netting in Lake Rotorua.

Members' Comments:

- Supported the displaying of fyke nets used to cull pest catfish in the Customer Service Centre of Rotorua Lakes Council and Bay of Plenty Regional Council Offices.

Resolved

That the Rotorua Te Arawa Lakes Strategy Group:

- 1 Receives the report, Te Arawa Lakes Trust Update Report**

**Hunt/Winters
CARRIED**

8.3 RLC Update Report to Rotorua Te Arawa Lakes Strategy Group

Rotorua Lakes Council Chief Executive Geoff Williams presented the report which provided an update on Rotorua Lakes Council (RLC) activity that related to lake water quality:

Key Points:

- Rotomā / Rotoiti Sewerage Scheme

- Completion of the wastewater treatment plant and land disposal system was expected in June 2019
- Construction of Rotomā reticulation was progressing well with the sewer trunk main that would link Rotomā to the wastewater treatment plant almost complete
- Tenders for the Rotoiti onsite systems were currently being prepared
- Rotorua Wastewater Treatment Plant- resource consent renewal application had been publicly notified and submissions received. Consultation with significant objectors was being organised. The intention was to address key objection points prior to the Environment Court hearing
- Tarawera Sewerage Scheme - development of a cultural impact assessment currently facilitated by the Te Arawa Lakes Trust
- Rotorua Urban Area Comprehensive Stormwater Resource Consent
 - Resource consent application had been lodged with the Bay of Plenty Regional Council
 - Cultural Impact Assessment would be submitted as part of the S92 process
- Policy Planning: Plan Change 10: Lake Rotorua Nutrient Management – Following the Environment Court hearings on 4 - 8 March 2019, the Court's decision was being awaited.

Members' Comments:

- Noted that since tenders for the Rotoiti onsite systems were currently being prepared, RLC was unable to provide financial details relevant to the cost implications/options for ratepayers. All possibilities would be investigated before making a final decision
- RLC representatives confirmed that BOPRC would be updated on progress made with the tender process and would also be advised of all details once information on options/costs had been concluded
- A report on the outcome of the tender process would be provided to the Rotorua Te Arawa Lakes Strategy Group.

Resolved

That the Rotorua Te Arawa Lakes Strategy Group:

- 1 Receives the report, RLC Update Report to Rotorua Te Arawa Lakes Strategy Group**

**Winters/Hunt
CARRIED**

8.4 Ministry for the Environment Update Report

Members expressed appreciation for the dedicated and valuable contribution provided by Director, Mana Honohono – Investments and Partnerships Shaun Lewis.

Ministry for the Environment (MfE) Director Water Martin Workman was welcomed as the new MfE observer to the Rotorua Te Arawa Lakes Strategy Group. He provided a verbal update as follows:

Key Points:

- Update on the central freshwater package developed by the government:
 - Public consultation to commence July 2019
 - Envisaged to include changes to the Freshwater Policy Statement as well as a new environmental standard

- The goal was to stop further decline in the health of waterways by means of stronger national regulations and direction – “doing more faster”
- Planned to replicate the excellent work undertaken on Lake Tarawera
- Would require Farm Environmental Plans as a necessity
- Planned to manage further intensification
- Envisaged controls on high risk activities such as winter grazing
- Increased investment in Overseer
- Reduction in nutrient allocation and the implementation of a related system.

Item for Staff follow-up:

- A letter of appreciation to be sent to Director, Mana Honohono – Investments and Partnerships Shaun Lewis, for the dedicated and valuable support provided to the Rotorua Te Arawa Lakes Strategy Group.

Resolved

That the Rotorua Te Arawa Lakes Strategy Group under its delegated authority:

- 1 Receives the verbal update provided by the Ministry for the Environment.**

**Winters/Hunt
CARRIED**

9 Public Forum

Don Atkinson, Chairperson Lakes Water Quality Society

Key Points:

- Rotorua Lakes Water Quality Society planned to host a symposium late October 2019; the date and programme still to be confirmed
- The Society had made a submission on the proposed Regional Pest Management Plan to BOPRC and had requested a change to a rule related to the transfer of boats between lakes: boat operators needed to certify that the rules stipulated by the Regional Pest Management Plan had been complied with, thus ensuring that boats had been properly cleaned
- Highlighted the value/importance of distinctly defining the input/contributions provided by the farming communities towards improving the health of waterways.

10 Public Excluded Section

Resolved

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	Reason for passing this	Grounds under Section
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be Considered	resolution in relation to this matter	48(1) LGOIMA 1987 for passing this resolution
10.1 Recommendations on Low Nitrogen Land Use Fund 2018	To protect the commercial position of an individual	Good reason for withholding exists under Section 48(1)(a)

Winters/Hunt
CARRIED

11 Confidential Business to be Transferred into the Open

Nil

The meeting closed at 12:00 pm.

CONFIRMED [DATE]:

Sir Toby Curtis
Poū Tākiwaiaora
Rotorua Te Arawa Lakes Strategy Group

Minutes of the Ōhiwa Harbour Implementation Forum Meeting held in Mataatua Room, Bay of Plenty Regional Council, 5 Quay Street, Whakatāne on Thursday, 28 March 2019 commencing at 9.30 a.m.

Present:

Chairman: Councillor Tīpene Marr (Bay of Plenty Regional Council)

Deputy Chairman: Deputy Mayor Lyn Riesterer - Ōpōtiki District Council

Appointees: Councillor Andrew Iles - Whakatāne District Council, Maui Manuel (Alternate) - Te Upokorehe, Rachel Kora - Te Waimana Kaaku, Ngāi Tuhoe, Charlie Bluett - Te Rūnanga o Ngāti Awa

Alternate

Appointees: Tu O'Brien (Alternate) - Te Rūnanga o Ngāti Awa, Councillor Bill Clark (Alternate) - Bay of Plenty Regional Council

In Attendance: Bay of Plenty Regional Council Toi Moana: Chairman Doug Leeder, Pim De Monchy – Coastal Catchments Manager, Tim Senior – Land Management Officer, Kay Boreham – Marketing and Communications Advisor, Mike Houghton, Manager Places and Open Spaces – Whakatāne District Council, Gerard McCormack – Planning and Regulatory Group Manager, Ōpōtiki District Council, Josie Mortensen - Whakatōhea Māori Trust Board, Kero Te Pou - Te Waimana Kaaku, Te Upokorehe: Lance Reha, Brian Walker, Curley Keno, Shaughnessy Reha, Dawn Curtis; Dr Kura Paul-Burke – NIWA: Taihoro Nukurangi, Joe Burke – MUSA Dive Marine & Environmental Services, Megan Ranapia - Waikato University, Tanja Rother – Contractor, Amanda Namana – Committee Advisor.

Apologies: Trevor Ransfield - Te Upokorehe

1 Opening Karakia

Cr Marr opened the meeting with a karakia.

2 Apologies

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 Accepts the apology from Trevor Ransfield tendered at the meeting.

Iles/Riesterer
CARRIED

3 **Public Forum**

Nil

4 **Deferral of Agenda Item**

It was recommended that this item be deferred to the 19 September 2019 meeting due to Department of Conservation representatives being unavailable to attend.

Resolved

That the Ōhiwa Harbour Implementation Forum:

Defer item 8.9 Verbal Update - Department of Conservation Interest in Forum Membership to 19 September 2019 meeting.

**Iles/Marr
CARRIED**

5 **Acceptance of Late Items**

Nil

6 **General Business**

- Letter from Te Upokorehe Iwi

7 **Declaration of Conflicts of Interest**

Nil

8 **Previous Minutes**

8.1 **Ōhiwa Harbour Implementation Forum Minutes - 25 September 2018**

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 Confirms the Ōhiwa Harbour Implementation Forum Minutes - 25 September 2018 as a true and correct record, with the following amendment:**

- **Minute item 10.1, bullet point 13, agenda page 14 – amend sentence to read ‘Ngāti Awa issue permits for customary purposes only’.**

**Iles/Marr
CARRIED**

9:50 am – Rachel Kora and Kero Te Pou entered the meeting.

9 Reports

9.1 Change of Membership

Key points by Staff

- Clarified that informal advice of Wairata Peratiaki's appointment had been provided in November 2018 and was confirmed by Te Waimana Kaaku via a letter dated 25 January 2019.

Point raised by Members

- It was reiterated that the only instance in which alternate members were able to vote, move or second an item was when the primary member was not present at a meeting.

Item for Staff Follow-up

- A new delegate was required from the Whakatōhea Māori Trust Board, following the resignation of Gaylene Tuari-Kohunui from the Board.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 **Receives the report, Change of Membership;**
- 2 **Confirms the appointment of Wairata Peratiaki as the alternate member for Te Waimana Kaaku on the Ōhiwa Harbour Implementation Forum, replacing Kero Te Pou as stated in the letter received from Te Waimana Kaaku dated 25 January 2019.**

Marr/Riesterer
CARRIED

9.2 Ōhiwa Harbour Strategy work programme update to March 2019 and proposed 2019/20 annual work programme

Refer PowerPoint Presentations Objective IDs A3168453 and A3171102

Land Management Officer Tim Senior and Dr Kura Paul-Burke from NIWA presented the item.

Key Points

- Acknowledged all the people involved in the work for the Forum;
- Outlined the results of the 2018/19 work programme and the proposed work programme for 2019/20;
- 10 Farm Environment Plans were underway;
- Stage 1 of Ōhope Wharf Redevelopment was completed;
- Stage 1 of the Heritage Trail was complete and Stage 2 was now underway;
- The eighth year of mangrove management was underway;
- The significance of Tokitoki Historic Reserve was discovered in 1996, after being archaeologically revealed to be the oldest recorded site in the North Island with human habitation. The report detailing work completed from the 1996 independent archaeological dig was never written and the artefacts discovered went missing. Maintenance concerns over the site had arisen due to erosion;
- Kutarere stream work had been undertaken to protect the marae from flooding;

- Mussel Restoration trial update was provided by Dr Kura Paul-Burke, outlining the aims of the trial and the results thus far:
 - As of January 2019 all of the spat lines had mussels growing on them, highlighting the potential to grow mussels from Ōhiwa for Ōhiwa;
 - Cages were important in slowing predation of sea stars, but unfortunately not enough for mussels attached to the bottom to reproduce;
 - Cages with mesh fine enough to keep sea stars out caused mussels to die from being smothered by sediment;
 - Further Sea Star experimentation was to be conducted to investigate how to repel sea stars without adversely affecting mussels, ultimately it was hoped that a sea star management tool could be developed to assist in shellfish restoration;
 - Introduced Megan Ranapia - Master of Marine Science student at the University of Waikato, researching developing a Habitat Suitability Index for shellfish restoration at Ōhiwa. This was to include field sampling within the harbour and to identify the most productive and appropriate areas for restoring shellfish;
 - Two publications were now available on Ōhiwa harbour and restoration trials in terms of mussel degradation and sea star predation as part of the attempt to create a national profile to assist with further funding and support.

In Response to Questions

- The bank at Tokitoki Historical Reserve had been eroding for a long time prior to the rock wall being erected;
- The 2019/20 budget for Communications Support could be undertaken by Bay of Plenty Regional Council Communications team rather than coming from the operational budget;
- It was suggested that the Workshop topic in June could cover a longer term strategic view over the next five or ten years to accelerate the good work and positive results;
- New Regional Coastal Environment plan changes meant that the mangrove work could continue as a permitted activity after the resource consent ended in 2020, subject to some requirements which Mr Senior would discuss at the next meeting.

Points raised by Members

- Community groups and volunteers played an important part in supporting work in the environment, which enabled efficient use and allocation of funds.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 Receives the report, Ōhiwa Harbour Strategy work programme update to March 2019 and proposed 2019/20 annual work programme;**
- 2 Endorses the 2019/20 Ōhiwa Harbour Strategy annual work programme.**

**Riesterer/lles
CARRIED**

10.47 am - The meeting **adjourned.**

11.04 am - The meeting **resumed.**

9.3 Shellfish Monitoring and Fishery Compliance in Ōhiwa Harbour

Refer PowerPoint Presentation Objective ID A3171100

Adam Watson from Ministry for Primary Industries (Fisheries New Zealand) presented the item.

Key Points

- Fisheries New Zealand conducted intertidal shellfish surveys annually, mostly on pipi and cockle in North Island harbours;
- Prioritisation occurred for areas with sustainability issues;
- Ōhiwa harbour had been surveyed 7 times since 2001, most recently last summer for which the results were not yet available therefore the information provided was from summer 2015/2016;
- Cockle population estimates were the highest recorded since 2001, however there were very few of the larger sizes;
- Outlined boundaries, sampling locations and distribution areas of cockles and pipis, including trends in sizes over time from 2009 -2016;
- Provided an update on fisheries offences for Ōhiwa harbour since January 2018;
- Of the 313 people inspected by fisheries officers, 10 people had been caught offending;
- The main offence was people taking excess amounts of pipi;
- More than 95% of people approached were adhering to the rules.

In Response to Questions

- Large size of cockle was categorised as over 3cm;
- There had been no commercial gathering of shellfish in operation in the Ōhiwa Harbour region since 2011;
- Shellfish quota management area went from Bay of Plenty to north of Auckland;
- The commercial quota system was clarified and options were discussed to address the issue of potential future operations in Ōhiwa.

11.25 am - Cr Clark **withdrew** from the meeting.

Points raised by Members

- Noted that the responsibility to report bylaw offending belonged to everyone and encouraged people to use the new Ōpōtiki District Council web application which provided GPS location and time to assist in reporting events;
- Commercial quota management system issue needed to be resolved to ensure the hard work replenishing the shellfish was not lost to commercial harvesting;
- The Forum's purpose was to make Ōhiwa Harbour sustainable for the local people rather than commercial enterprises;
- Rationale to implement a spatial closure of Ōhiwa Harbour to commercial harvesting of shellfish had to be clear. A customary tool could potentially be used by Iwi to achieve this, although it involved certain constraints;
- Iwi members would investigate the potential of creating a rohe moana over Ōhiwa Harbour, noting interest and support from the Forum.

Items for Staff Follow-up

- Staff to follow up with Ministry for Primary Industries (Fisheries New Zealand) to obtain further information for the Forum on what areas of the harbour were currently closed to commercial fishermen and for which species.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 **Receives the report, Shellfish Monitoring and Fishery Compliance in Ōhiwa Harbour;**
- 2 **Notes the intention of Ōhiwa Harbour Implementation Forum iwi members to investigate the creation of a rohe moana over Ōhiwa harbour.**

**Marr/Kora
CARRIED**

9.4 Sediment Sources and Deposition in the Ōhiwa Harbour

Refer PowerPoint Presentation (Objective ID: A3168463)

Land Management Officer, Tim Senior presented this item, detailing the nature of sedimentation of the harbour and suggested approaches to address it.

Key Points

- Sediment was the number one issue facing Ōhiwa harbour;
- To achieve accurate data, Bay of Plenty Regional Council was measuring the sediment at 11 sites in the harbour by using sediment plates to show the level of sediment build up and assess the different sediment sizes;
- Highlighted the highest risk areas for sediment generation;
- Outlined land use capability and land use in Ōhiwa catchment;
- Computer modelling undertaken estimated 14,000 tonne of sediment was entering the harbour each year, although it was unknown how much of this went directly out to sea;
- It was important to work with farmers to understand ways they could manage their farms to mitigate the risk of sediment;
- Noted that sedimentation was a natural geological process, accelerated by activities such as farming and forestry;
- More sediment generally came off pasture than from forestry removal, every time it rained;
- Work needed to be done to find a way to measure the results and benefits of all the work.

Points raised by Members

- There were many simple things that could be done by having a good understanding of the land to minimise sediment coming from farms.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 **Receives the report, Sediment Sources and Deposition in the Ōhiwa Harbour;**
- 2 **Endorses the following actions by Bay of Plenty Regional Council staff:**
 - **investigate options for more intensive stream monitoring and**
 - **focus increased effort on identifying sediment sources and work with landowners to implement mitigation actions.**

Iles/Marr
CARRIED

9.5 The Development of Farm Environment Plans for Fonterra Milk Suppliers in the Nukuhou River Catchment

Refer PowerPoint Presentation (Objective ID: A3169232)

Nick Doney from Fonterra presented the item, sharing photographic examples of existing farm environment management at each end of the spectrum and actions that could be taken to lower the risk of sediment run-off.

Key Points

- Farm environment plans in Bay of Plenty were voluntary as opposed to Waikato farms where they were legislated;
- Even on flat land fences needed to be back from the water at least 1 metre
- Fencing native bush regenerated it quickly;
- Sealed ponds on farms were strongly encouraged;
- Skips and recycling bins were encouraged over the use of rubbish pits.

In Response to Questions

- Risk analysis was performed to drive the changes;
- Approximately half a day onsite at the property and an additional 1-2 days was required to write a farm environment plan;
- It was voluntary for farmers to be checked to ensure the timeline of actions were being met;
- Highlighted that many of the actions that could bring about improvement would come from education and changes to habit or mind-set;
- Dairy farms were the number one risk in terms of the discharges from farms, but ideally in the future all types of farms should have a similar plan.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 Receives the report, The Development of Farm Environment Plans for Fonterra Milk Suppliers in the Nukuhou River Catchment with Appendix 1 – Farm Environment Plan Example.**

Iles/Riesterer
CARRIED

9.6 Black Swans in the Ōhiwa Harbour

Refer PowerPoint Presentation Objective ID A3168455

Land Management Officer Tim Senior updated the Forum on the black swan situation in Ōhiwa Harbour and potential options for resolving the issue.

Key Points

- Sea grass was one of the most important elements in the harbour environment and the black swans were diminishing it through grazing;
- Sediment also impacted upon the sea grass by reducing photosynthesis;

- Outlined areas where swans had been identified and the impact they were having on the harbour;
- Formal and regular monitoring was underway to gather further data on the swans and their movements;
- Black swans could be hunted in duck-shooting season as they were classified as a game bird.

In Response to Questions

- Fish and Game had authority to declare a special open season on the black swan in addition to any opportunities during duck shooting season.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 Receives the report, Black Swans in the Ōhiwa Harbour.**

**Marr/Iles
CARRIED**

9.7 Update on Port Ōhope Redevelopment Project

Refer PowerPoint Presentation Objective ID A3169084

Manager Places and Open Spaces Mike Houghton from Whakatāne District Council provided an update on the progress of the Port Ōhope Redevelopment Project, including photographs of the finished work.

Key Points

- The Port Ōhope Wharf was a 1950's commercial structure up until the late 1960's since when it had been used primarily as a recreational space;
- The \$2.4 million project included sewage work and tree pits that collected stormwater from the carpark.

1.09 pm Cr Riesterer **withdrew** from the meeting.

- The updated wharf opened in December 2018;
- Reconfiguring existing steps for better access to the water was proposed for Stage 2 of the project, commencing in the near future;
- An additional project would include refurbishment of the cargo shed.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 Receives the report, Update on Port Ohope Redevelopment Project**

**Iles/Kora
CARRIED**

9.8 Business Case for Ōpōtiki to Whakatāne Coastal Journey

Refer PowerPoint Presentation Objective ID A3168560 and Tabled Item Objective ID A3182210.

Whakatāne District Council Manager Places and Open Spaces Mike Houghton presented this item and tabled an example brochure intended to assist in selling the proposed experience.

Key Points

- The revised Business Case for the Mōtū Trails Great Ride cycle trail extension had been completed;
- The revision requested by Ministry of Business, Innovation and Employment was to include a reviewed route, further consideration of the harbour crossing, better understanding of the trail experience and context and higher cost benefit analysis for investment;
- The extension to Thornton was not supported and therefore removed from the Business Case;
- Potential options for a link to Port Ōhope could include a shuttle service, water taxi or ferry;
- A trail experience plan had been developed focussing on the key concepts of culture, coast and conservation;
- Projected benefits included ongoing jobs, health benefits, environmental enhancement and a total regional benefit of \$4 million per annum after approximately 10 years;
- Whakatāne District Council had approved the revised Business Case and Ōpōtiki District Council approval was pending.

Comment from the Floor

- Upokorehe iwi expressed concerns for the potential option of a ferry crossing the harbour and any negative impact that could result from this.

Resolved

That the Ōhiwa Harbour Implementation Forum:

- 1 Receives the report, Business Case for Ōpōtiki to Whakatāne Coastal Journey.**

**Marr/lles
CARRIED**

10 Consideration of General Business

10.1 Letter from Upokorehe Iwi

Refer Tabled Item Objective ID A3182788.

Mr Lance Reha read a letter addressed to Ōhiwa Harbour Implementation Forum received from Upokorehe iwi, dated 28 March 2019 and tabled at the meeting.

Key Points

- Affirmed how Upokorehe iwi positioned themselves within the Forum;
- Confirmed their current representation on the Forum and that Upokorehe would only recognise representation on behalf of the iwi that had been formally appointed and mandated at an Upokorehe hui-a-iwi;
- Outlined the continued kaitiaki work performed by the iwi to monitor shellfish take and compliance across Upokorehe rohe and noted resource challenges and the request made for resourcing and training from MPI;

- Expressed concern regarding lack of direct consultation with Upokorehe iwi relating to the resource consent granted for the Ōhiwa mussel research project;
- Requested Upokorehe iwi be consulted directly in future for all matters pertaining to the Ōhiwa Harbour Strategy and its implementation via a duly convened Upokorehe hui-a-iwi.

11 Closing Karakia

Cr Marr closed the meeting with a karakia.


The meeting closed at 1:47 pm

Confirmed

Chairperson

Date

-Minutes Eastern Bay Road Safety Committee 25 February 2019

	Details of Meeting:	EASTERN BAY ROAD SAFETY COMMITTEE MEETING HELD IN THE COUNCIL CHAMBERS, WHAKATANE DISTRICT COUNCIL, CIVIC CENTRE, COMMERCE STREET, WHAKATĀNE ON MONDAY, 25 FEBRUARY 2019 COMMENCING AT 1:00 PM
	Present:	Councillor H McRoberts (Ōpōtiki District Council (Chairperson), Councillor A R Silcock (Whakatāne District Council), M Davison (New Zealand Transport Agency), D Cox (Road Transport Association NZ), Councillor B Clark (Bay of Plenty Regional Council), J Mack (Bay of Plenty Regional Council), Sergeant R Wylie (New Zealand Police) and Nigel Kapa (ACC)
	In Attendance:	P Bedford (NZAA), L Hartley (Community Development Advisor), M Taylor (Manager Transportation, WDC), A Erickson (Engineering and Services Group Manager, ODC), H van der Merwe (KDC), Councillor G van Beek and S French (Governance Support Advisor, WDC)
	Apologies:	Apologies were received and sustained on behalf of: J Davis (ACC)
	Visitors:	

Chairperson McRoberts opened the meeting with a Karakia.

1 APOLOGIES

Mr Nigel Kapa, representing ACC, was welcomed to the meeting.

RESOLVED

THAT the Eastern Bay Road Safety Committee accept the apology J Davis (ACC).

Silcock/Wylie

CARRIED

2 CONFLICT OF INTEREST

No conflict of interests were declared.

3 ANNOUNCEMENTS

Ms Hartley was congratulated for her recent appointment as Chairperson of the Safe and Sustainable Transport Association (SASTA) Executive Committee; a national body working to improve road safety and sustainable transport activities.

4 PRESENTATION

Refer to page 10 of the agenda and page 10a of the tabled items.

4.1 Road Transport Association – D Cox

Mr Cox, representing the Road Transport Association, presented at a careers initiative on 15-16 February 2019 at Ōpōtiki College. The initiative was headlined as “Learn to Earn” and the aim was to connect with students who would soon be entering the workforce.

Day one of the initiative was a careers expo, at which Mr Cox spoke about the transport industry and the benefits of having a career in this industry. He reported that his presentations were well received and some great questions were asked by the students.

Day two was a full trade expo held in the College gymnasium. Mr Cox advised that this day was well supported by exhibitors, local business and local industries and that a lot of effort had been invested in the setup, resourcing, and having machinery on display. He reported it was disappointing the lack of walk up participants and that the attendance of the general public was lower than expected. Mr Cox believed the initiative would have had a better outcome if both days were held during the school week.

Mr Cox also took the opportunity to raise the following points:

- The Waioeka 'lights on to be seen' signage would have more impact if it was located closer to the Gorge northern entrance. Ms Mack advised that NZTA had taken this back in-house and she would follow this up.
- Members were asked to bring it to the attention of RTA if trucks were travelling unnecessarily through Ōhope and not adhering to the bylaw.

5 CONFIRMATION OF MINUTES

Refer to pages 11-16 of the agenda.

RESOLVED:

THAT the minutes of the Eastern Bay Road Safety Committee meeting held on Monday, 26 November 2018 be confirmed as a true and correct record.

Silcock/Davison

CARRIED

6 REPORTS

6.1 Eastern Bay Road Safety Activity Report 1 October to 31 December 2018

Refer to pages 17-22 of the agenda.

The following additional points were noted regarding the Activity report:

- Car restraint checks were planned for Manganui, Murupara and Ōpōtiki.
- It was expected pilot distraction campaign would be released in March 2019.
- Approximately 2000 vehicles utilised the Fatigue stop on 1 January 2019.
- 150 people attended the Whānau on Wheels cycle skills programme.

RESOLVED:

THAT the Eastern Bay Road Safety Activity Report 1 October to 31 December 2018 report be received.

Wylie/Silcock

CARRIED

6.2 NZTA Report – February 2019

Refer to pages 23-26 of the agenda.

Ms Davison advised that a NZTA report for the Waikato region was also available on request and she encouraged all to participate in the Aotearoa Bike Challenge.

RESOLVED:

THAT the NZTA Report – February 2019 be received.

6.3 Whakatāne District Council Road Safety Report

Refer to pages 27-74 of the agenda.

The Transport Accident Investigation Commission (TAIC) report into the fatal truck/train collision on Lambert Road in October 2017 had been released to the public and Mr Taylor gave a summary of the report and its outcomes. He reported that Council would meet with Kiwi Rail annually (at minimum) and take a proactive approach to inspect rail crossings and rail intersection sight distances.

Mr Taylor advised Members that if the Business Case for the safety improvements along the Ōhope-Ōpōtiki corridor was approved, works would commence in the 2019-2020 financial year.

It was reported that RTA had previously raised concerns to NZTA regarding overhanging vegetation that interfered with transport operators. It was noted that although there were no legislative requirements there were best practice guidelines. Members were advised to report these concerns so that action could be taken. Ms Davison advised she would follow up on this also.

A discussion ensued regarding land encroachment and it was noted that when boundary fence encroachment was approved, safety was always taken into account.

RESOLVED:

1. **THAT** the Whakatāne Road Safety Report be received; and
2. **THAT** the appended Transport Accident Investigation Commission Report on the Lambert Road road/rail crash be received; and
3. **THAT** the Eastern Bay of Plenty Road Safety Committee provide a letter to the NZ Transport Agency, advising its full support for the proposed safety improvements along the route between Ōhope and Ōpōtiki, as identified and recommended by the Safe Roads Alliance.

Clark/Silcock

CARRIED

6.4 POLICE REPORT

Refer to page 75 of the agenda and pages 75a-b of the tabled items.

Sergeant Wylie spoke to his tabled report and reported the Police had attended seven fatal crashes in the Eastern Bay within the 2018 calendar year and to date, two crashes in the 2019 calendar year. He reported one of the 2019 fatal crashes occurred at Waiotahi and reiterated that he had previously expressed concern at the longevity of the Road Safety Alliance project for improvements along this Ōhope to Ōpōtiki road corridor.

The number of crashes over the summer period had increased compared to the same period for the previous year and Sergeant Wylie noted the contributing factors were fatigue, drivers falling asleep at the wheel and vehicles crossing the centre line causing an increased risk for all motorists.

Sergeant Wylie gave an overview of the following campaigns and programmes run in the district:

- Impairment stop held at Matatā
It was noted traffic volumes had increased from previous years. Acknowledgements were given to Council staff for planning and traffic management, and to Ms Hartley and Ms Mack for their assistance.
- Back to school campaign
Police targeted speed, licence compliance, restraints, impairments are distractions.
- Operation Gotcha
Vouchers presented to cyclists, pedestrians and vehicle occupants “doing the right thing”.

- Restraints, Impaired drivers, Distraction and Speed (RIDS) operations
Police continue to focus on RIDs and held a number of campaigns targeting this behaviour.
- Marae Based programme for repeat drink and drug (recidivist) offenders
- Future programmes
Planning was underway for a defensive driving programme and an education programme, and on-road assessment, for elderly drivers.

A discussion ensued about reasons for driver fatigue and it was believed that event organisers needed to take more ownership and Mr Cox requested any information as to whether daylight savings could also be a contributing factor. It was noted that on New Zealand roads there was no incentive to stop at available rest areas and newly built expressways did not provide off-ramp to access areas to stop.

In response to a query about Motorcycle awareness Sergeant Wylie explained training courses were being offered in the Eastern Bay and he mentioned the idea of a motorcycle officer in the area. A personalised helmet and gear would be required for the role and Mr Kapa said he would raise the suggestion for funding this equipment.

RESOLVED:

THAT the verbal Police Reports be received.

Davison/Cox

CARRIED

The chairperson closed the meeting with a Karakia at 2:24 pm.

Confirmed this	day of
CHAIRPERSON	

**Minutes of Meeting No. SG18/3 of the SmartGrowth Leadership Group held on
20 March 2019 in the Chambers, Tauranga City Council, 91 Willow Street,
Tauranga commencing at 10:45am**

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

Alternate: Deputy Mayor K Clout, Councillor: L Baldock,

Western Bay of Plenty District Council

Mayor: G Webber

Councillors: M Williams, D Thwaites, J Scrimgeour

Tangata Whenua Representatives

M Tapsell, I Walker, B Mikaere, P Ihaka

New Zealand Transport Agency

Ross l'Anson

In Attendance

SmartGrowth

K Tremaine – Strategic Advisor

V Jones – SmartGrowth Administrator

S Rolleston - Tu Pakari Advisor

Bay of Plenty Regional Council

Fiona McTavish – 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

C Jones – General Manager, Growth & Infrastructure

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

Bay of Plenty District Health Board

S Davey - Programme Manager, Integrated Healthcare

SG18/03.01

CHAIRPERSON'S REPORT

The Chair welcomed Jenny Chetwynd NZTA General Manager Strategy Policy and Planning, Ross l'Anson Regional Relationships Director. Welcome extended to elected members from partner councils and others in attendance who are interested in urban form and transport matters.

The Chair noted he would allow questions from elected members of councils who were not on the committee.

SG18/03.02

APOLOGIES

Moved Deputy Mayor K Clout / **Seconded** Cr L Baldock

That it be Resolved

That apologies be received for Cr L Brown, Cr T Molloy and P Ihaka for lateness. (arrived 11.36am)

CARRIED

SG18/03.03

**CONFIRMATION OF MINUTES – SMARTGROWTH LEADERSHIP GROUP
(SG18/11) – DATED 21 NOVEMBER 2018**

The Committee considered the minutes of the SmartGrowth Leadership Group (SG18/11) dated 21 November 2018 as circulated with the agenda.

Moved M G Webber / **Seconded** Cr J Nees

That it be Resolved

That the minutes of the SmartGrowth Leadership Group (SG18/11) dated 21 November 2018 be confirmed as a true and correct record.

CARRIED

SG18/03.04

UFTI PROJECT UPDATE: PRINCIPLES, PROJECT PLAN, BRIEFING PAPERS, COMMUNICATIONS & ENGAGEMENT STRATEGY

Key points from the UFTI update presentation – Full presentation on below link:
<http://www.smartgrowthbop.org.nz/about-us/leadership-group/agendas-and-papers/>

Phase 1 UFTI has been completed in partnership between SmartGrowth partners (BOPRC, WBOPDC, TCC and Tangata Whenua) and NZTA, Stakeholder Strategies and Campbell Squared.

Phase One is near-completion and has delivered:

- Agreed Terms of Reference
 - Approved Project Plan (drawing on the ATAP precedent approved by NZTA)
 - Communications and Engagement Plan
 - Draft Resource Plan
 - Briefing Papers which outline the team's WIP thinking on key issues
- Delivery of prescribed Phase One outputs has been on time, in full and within budget
- Additional deliverables (briefing papers, baseline analysis) were produced within budget

Strong cooperation at team and governance level between the Partners
Guidance is sought on the project principles – Which are key to how we move forward building a shared understanding and programme. We want to bring Stakeholders and communities along on the journey.

The goal is to provide the blueprint for identifying the common transport, housing, liveability and urban development challenges shared by our communities. UFTI will provide a clear way forward and confidence for government to support through investment and funding. UFTI is an integrative project, aiming to deliver a fundable programme

UFTI needs to resolve near-term urban form, housing and transport issues concurrently. UFTI outputs and team processes will help to ensure NZTA and SmartGrowth partners build shared understanding together through a common team process.

Jenny Chetwynd noted that the focus on the type of projects that we can invest in now is very different, we are ensuring the Bay of Plenty has the right planning in place for multimodal and we are pleased to be part of this process.

David Cunliffe noted he is aware everyone wants deliverables. UFTI partners will work together to develop a strategy for a liveable city. From a project point of view, we are very focused on the outcomes that the paper leads too.

At the heart of the problem are four interdependent issues.

Where will new greenfield developments be located?

What degree of intensifications of existing urban areas can be achieved?

What network investments are needed?

How much multi-modal share can be achieved?

Accommodating growth of Port and regional (inc UNI) transport flows

The UFTI project is undertaken in four phases with tangible outputs from each phase. The impression the GPS gives is that you won't need more roads that have a multi-modal approach but underlining we need to look at the capacity of the network, not just the pinch networks. Analysis needs to look at true

projections, not just the big projects. David Cunliffe noted the team's intention is to give a capacity based model in objective terms where the different agencies have had the chance to test this data.

Questions/Comments

Do we have a high degree of confidence that has an enduring effect on future GPS? We can't shape the future governments and GPS decisions but we can deliver a set of options and data that should be enduring.

Everyone is focused on the future of the port – freight flow and water bottling outcomes are critical in Tauranga. Getting that sorted is critical and having access to the port we need to work through the solutions in the forefront.

Model shift page 44 – Request numbers around the consents for constraint, how much of that traffic flows through commuters, freight, tradies range to be considered freight and logistics don't see anything around coastal shipping. Another variable that needs to be considered is longer-term scenarios. David noted: We are very conscious of the safety issues and public concern we take it seriously. Jenny C noted funding decisions are to be made, we need to agree upfront what needs to be invested in.

Housing supply/Hewletts Road Sub-area
Questions:

Housing Typologies- Is that thinking going to be factored into the analysis? Yes How successful special housing needs area has been? Have you developed the outcomes as promised? We have 3,000 dwellings and gone through resource consent, as of Sept 18 1,000 had building consent and are being built. Average for houses \$40,000 to \$50,000 less for new houses Jenny noted the Ministry of Housing and Urban Development is keen to be involved more.

It was noted ferry service needs to be looked at. Omokoroa/Mount Freight and passenger service is to be looked at in the Phase 2 investigation.

Project Plan / Resources

UFTI will be delivered over four phases with six analytical stages
Foundation report phase March to June

Resourcing

It is proposed that the project director and an analytical team including partner staff co-locate in the UFTI office.

Working Principles

1. UFTI project team and governance members agree to work in ways consistent with the following principles. The principles have been divided into three types:
 - i. "Partnership" principles which guide how the parties should interact

- ii. “Protocol” principles which guide how team members should operate
 - iii. “Solution” principles which guide the answers sought by the team
2. The “partnership” principles include:
- i. Participate in the project in good faith
 - ii. Recognise the Treaty of Waitangi principles and work with all partners, including tangata whenua
 - iii. Recognise the need to examine existing policies and strategies where necessary
 - iv. Work collaboratively to deliver on the project objectives
 - v. Partnership held accountable to deliver results
 - vi. Make available relevant information as required
 - vii. Contribute staff time as required to complete the project successfully
 - viii. Communicate externally in partnership through UFTI
 - ix. Acknowledge sensitivities and release information publicly only when agreed
 - x. Open, frank yet respectful communication with no surprises - both at staff and governance level
 - xi. Commitment by Governance/partners to develop and deliver shared solutions and actions together.
3. The “protocol” principles include:
- i. Build from past work and develop solutions iteratively
 - ii. Undertaken strategic analysis which is appropriate to the issues being considered
 - iii. Recommend decisions based on agreed evidence and processes
 - iv. Deliver in close partnership between the Parties
 - v. Drive collaboration between connected projects and UFTI sub-teams
 - vi. Appropriate community and stakeholder engagement in UFTI development
 - vii. Bring stakeholders and the public “along the journey” and seek their input at the appropriate time
 - viii. Build shared understanding and agreement

- ix. Escalate issues to decision makers where agreement is not able to be achieved.
4. The “solution” principles have been developed to expand on the SmartGrowth Partnership principles developed in 2001. They include:
- i. Underlying principles from the SmartGrowth Partnership
 - Live, learn, work and Play
 - Integrated planning for the long term
 - Evidence Based
 - Partnership
 - ii. **Additional principles to guide the solutions which are developed through UFTI**
 - i. Deliver the project’s objectives outlined in paragraph five
 - ii. Align to the Government’s urban growth and transport agenda while tailoring solutions to reflect the WBOP’s unique situation
 - iii. Be ambitious and aspirational while also realistic
 - iv. Develop future proofed and adaptable solutions
 - v. Challenge existing thinking and group think culture
 - vi. Bring stakeholders and the community “along the journey” and seek their input at the appropriate time.

Scott Campbell noted all partners have been involved in development of the communications and engagement strategy. The strategy has been completed for partners at this point and then will be handed over to project director to take through to phases 2-4.

Sitting alongside the strategy is the implementation plan that maps out the consultation plan for the partners over the next 12 months. There is overlap so we are being mindful of information sharing and gathering.

Protocols are in the strategic communications plan.

Informative story requires fine engagement in order for robust story going forward. Stakeholder list of 350 plus including the submitters and we will be going back to those people. The work has been focused on building the approach and then will go into the engagement with those parties. Once the principals have been signed off we will move into the engagement. The project director will be responsible for making the decisions around stakeholder engagement who will require strong local knowledge.

12:30pm Ross l’Anson departed the meeting

The Chief Executives have noted they can deliver phase 2 on the same timeframe.

Next steps for the UFTI team are to:

- Appoint Project Director and Technical Advisor
 - Complete procurement process
 - Continue to progress near-term projects
 - Continue iterating Project Plan
 - Prepare draft scopes of research needed (building off issues papers)
- Launch Phase 2 as soon as possible and noting that any near term delays will impact final deliverable dates.

Moved Mayor G Webber / **Seconded** Chair D Leeder

That it be Resolved

That the SmartGrowth Leadership Group receives the report and;

- Endorses the UFTI principles; including the changes noted above
- Notes the draft project plan;
- Notes the briefing papers as a basis for issue identification for consideration in the UFTI project;
- Notes the high- level communications and engagement strategy
- Endorse that the analysis and agreed recommendations contained in the 'UFTI Final Report' once confirmed by the partners, be provided to the relevant partner committees and governance bodies as a key input into relevant planning and financial planning processes as referenced in section 9.2 of the UFTI project terms of reference; and understand the costs, benefits, funding and other implications of implementing the agreed and aligned strategic approach and its main alternatives into Long Term Plans and 30 year Asset Management Plans."

CARRIED

Recommendation to Executive Review Group

Moved: Cr L Baldock / **Seconded:** Cr P Thompson

That it be Resolved

That given the need for the project to continue with pace and urgency, it is recommended that the ERG Chief Executives be requested to ensure adequate and appropriate resources are allocated to the timely completion of phase 2, noting that may result in such costs being fully funded by the partner Councils.

CARRIED

SG18/03.05

BI-MONTHLY REPORT**Moved** Cr L Baldock / **Seconded** Cr S Crosby**That it be Resolved**

1. **Note** that the Strategic Advisor in conjunction with Western Bay of Plenty District Council has undertaken an analysis of the relevant District Plan provisions and concluded there is adequate protection for Kaituna Link should it be required in the future.
2. **Agree** that, given there is adequate protection for the proposed route, that this matter not be taken any further at this time.
3. **Note** that a framework for measuring intensification, including in greenfield areas, is currently being worked on and will be reported back to the SLG.
4. **Note** the issues that the sub-region is currently facing in terms of the impending shortfall in a development capacity.
5. **Note** that a project plan has been prepared and work is about to get underway on investigating whether further urban development should be provided for in the Eastern Corridor.
6. **Receive** the update and note the progress on the Housing Action Framework.

The Chair expressed thanks to Bruce Fraser for his input and work over a long period of time essentially since the commencement of SmartGrowth. Chair advised that Bruce retires at the end of March and wished Bruce all the best.

The meeting concluded at 2.00 p.m.

Confirmed as a true and correct record

W Wasley
Independent Chairperson

Date

Reports

Receives Only – No Decisions



Report To: Regional Council

Meeting Date: 09 May 2019

Report From: Douglas Leeder, Council Chairman

Chairman's Report

Executive Summary

Since the preparation of the previous Chairman's Report (for the 21 March 2019 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
12 March	Essential Freshwater Subgroup meeting – <i>Wellington</i>	Attended.

Date	Meeting/Engagement	Comment
	Local Government New Zealand Conference speaker briefing interview – <i>Wellington</i>	Attended
13 March	Strategy Essentials, Institute of Directors Course – <i>Wellington</i>	Attended.
15 March	Regional Transport Committee meeting – <i>Tauranga</i>	Attended.
19 March	An Evening with MetService event – <i>Tauranga</i>	Discussed how the weather and changing climate are impacting our business and livelihood, and how MetService can do better in serving our needs.
20 March	SmartGrowth Leadership Group Meeting – <i>Tauranga</i>	Attended.
22 March	National Council meeting – <i>Wellington</i>	Attended.
25 March	Field visit to Ian Noble's farm – <i>Te Puna</i>	Looked at pest management in the Western Bay of Plenty.
26 March	Farm Field Day, hosted by Katherine and Fraser McGougan – <i>Whakatāne</i>	Katherine and Fraser were the 2019 Bay of Plenty Supreme Winners at this year's Ballance Farm Environment Awards. The day included a walking tour through their farm where we heard about their complimentary skills of planning, key metrics and cost control.
	Meeting with Mayor Forbes – <i>Whakatāne</i>	Discussed gravel extraction.
28 March	Ōhiwa Harbour Implementation Forum – <i>Whakatāne</i>	Attended.
29 March	Public Transport Committee – <i>Tauranga</i>	Attended.
	Kaituna River Gorge meeting with Dean Flavell and Karen Clarke – <i>Tauranga</i>	Attended.
	Envirohub Sustainable Backyards Climate Action Speakers Forum 2019 – <i>Tauranga</i>	The forum focused on Climate Change through the lens of 6 United Nations Sustainability Goals, so that as a nation we can achieve net Carbon Zero by 2050.
6 April	Annual Plan 2019/20 Information Sharing Event – <i>Ōhope</i>	Attended.

Date	Meeting/Engagement	Comment
8 April	Regional Growth Leadership Group Committee Meeting – <i>Whakatāne</i>	Discussed Eastern Bay social and economic development.
	National Council teleconference – <i>Whakatāne</i>	Attended.
9 April	Helicopter flight over Kaituna River/Gorges – <i>Kaituna River</i>	Attended.
10 April	Meeting with Mark Wynne Chief Executive, Ballance – <i>Tauranga</i>	Discussed environmental matters with a particular focus on local Iwi.
12 April	Meeting between Ministry for the Environment, Regional Sector and Fonterra representatives – <i>Wellington</i>	The Government is looking to regulate the use of farm environment plans through a National Environmental Standard. This meeting focussed on how Fonterra and other processors could assist with the delivery of farm environment plans, and support farmers with preparing plans, and play a role in auditing and reporting.
	Three Waters Review: Regional Council Reference Group Workshop – <i>Wellington</i>	Focused on emerging regulatory reform proposals.
	Essential Freshwater Regional Sector Advisor Group meeting – <i>Wellington</i>	Discussed the Essential Freshwater work programme and the National Policy Statement for Freshwater Management Implementation update.
15 April	Meeting with Queen Elizabeth II Programme representative – <i>Ōpōtiki</i>	Attended.
	University of Waikato CBD Campus Opening Celebration and Dinner – <i>Tauranga</i>	An event to welcome stakeholder groups and the public to the new building.
16 April	Te Maru o Kaituna Meeting with invited stakeholders - <i>Rotorua</i>	Focussed on getting a better shared understanding of directly involved stakeholder points of view, concerns and suggestions regarding access, recreation and safety in the Awesome, Gnarly and Smokey gorges of the Kaituna River. Also explored what we can collectively do to strengthen relationships, address concerns and enhance safety in these lower gorges into the future as a community of direct interest stakeholders.

Date	Meeting/Engagement	Comment
	SmartGrowth CE, Mayors and Chair meeting – <i>Tauranga</i>	Attended.
17 April	SmartGrowth Leadership Group Meeting – <i>Tauranga</i>	Attended.
	Urban Forum and Transport Initiative (UFTI) Stakeholder briefing – <i>Tauranga</i>	A presentation from David Cunliffe on Stakeholder Strategies, the consultancy that led the work on Phase One of the UFTI project from late last year until March 2019. Also an explanation on the purpose of UFTI and clarification on how it will roll out over the remainder of this year.
25 April	ANZAC Day Service and Civil Commemoration – <i>Ōpōtiki</i>	Attended.
29 April	Service Remembering the Battle of Gate Pa Pukehinahina – <i>Tauranga</i>	A service to commemorate the Battle of Gate Pa and to honour all those who fought and died in this tragic event and the consequences of the battle for ngā iwi o Tauranga Moana.

Doug Leeder
Chairman

for Council Chairman

29 April 2019

Receives Only – No Decisions



Report To: Regional Council

Meeting Date: 09 May 2019

Report From: Fiona McTavish, Chief Executive

Chief Executive's Report

Executive Summary

This report provides Council with an update on progressing those strategic issues and identifies the related Council papers in the agenda.

Recommendations

That the Regional Council:

- 1 Receives the report, Chief Executive's Report.**

1 Purpose

The purpose of this report is to provide Council with a regular update on progressing council strategic issues as well as identifying the related Council papers in this agenda.

2 Strategic Issues Update

Strategic Issue	Update
Climate Change	<p>Councillors and staff are attending Draft Annual Plan forums seeking feedback on the Climate Change question included in the consultation process.</p> <p>A number of staff are working on specific contributions to the Draft Climate Change Action Plan which will be brought to the RDD Committee in the near future. Planning is also continuing on Youth Jam with this year's topic being climate change.</p> <p>Staff continue to engage with the region's local authorities around climate change action planning and with the future shape of CoBoP, CONNECT and BOC with regard to how these forum's might work towards addressing the climate change challenge.</p>

Sustainable Urban Growth	Phase 2 of the Urban Form and Transport Initiative (UFTI) for the western Bay of Plenty is due for completion end May. Phase 2 will see delivery of a foundation report setting out the land use and transport requirements under the current projected situation. UFTI Project Director (Robert Brodnax), Project Manager (Janeane Joyce) and Technical Coordinator (Ben Peacey) roles commenced on 17 April 2019.
Biosecurity	<p>Consultation on marine pest pathways plan has commenced in conjunction with Northland, Auckland and Waikato regions. Key stakeholders have been contacted and local consultation is occurring as part of the annual plan consultation days.</p> <p>Contact with submitters for the draft Regional Pest Management Plan is almost complete. The last part of the additional cost benefit work, based on submissions is also almost complete.</p> <p>Wallaby work and catfish work is ongoing and some successes have been experienced with catfish in particular. More details will be provided at RDD meeting near the end of May on both of these programmes and implications for future work.</p>
Regional Development	The revised regional economic development framework – Bay of Connections version 2.0 is being considered at the 9 May 2019 Council meeting.
Managing Iwi Expectations	<p>Several issues have arisen recently that have triggered an immediate response by Council to iwi concerns. Of note these include:</p> <ul style="list-style-type: none"> • Ngāi Te Rangi Declarations: essentially the declarations are linked to the pending Pare Hauraki Treaty settlement. Ngāi Te Rangi are seeking confirmation from Council by way of the Environment Court on how Council will work with them particularly in regard to resource consent applications. There have been ongoing discussions in relation to areas of interest claimed by Hauraki iwi and on the impact that it will have on Tauranga Moana. • Urgent Waitangi Tribunal Hearing: The hearing was convened from 8 to 12 of April 2019 to hear concerns from Auckland and Tauranga Moana iwi on the Crown's approach to settling overlapping areas of interest. A summary of submissions will be due out shortly. Recommendations by the Tribunal are likely to be released in the latter part of this year. • Wai Māori Statement: Ngāi Te Rangi recently lodged a Wai Māori statement with Council as a recognised planning document under the Resource Management Act 1991. In response staff have prepared draft guidelines on how to take into account Iwi planning documents. <p>Following the Changing Landscape for Māori and Council workshop held on 19 March, the following recommendations were endorsed at Komiti Māori:</p> <ul style="list-style-type: none"> • Work programme and timeline including wananga, He Korowai Matauranga Implementation Plan, Report on Treaty Co-Co-governance, and the Māori Relationship and Engagement

	<p>Strategy.</p> <ul style="list-style-type: none"> Continued support to iwi who wish to explore a shared resource management service. The establishment of an informal working group to oversee the development of the Māori Relationship and Engagement Strategy. <p>Scoping has begun for the Māori Relationship and Engagement Strategy, which includes reviewing the current kaupapa Māori tools; enhancing staff capability and understanding of Te Ao Maori; shifting the focus from engagement to relationships; and providing new tools to support these endeavours.</p>
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3 Regulatory Services Snapshot

3.1 Consents

- We have received 532 applications this year and have processed 84% internally. 53 of these applications were returned, and 4 withdrawn.
- 245 of the 532 new applications have been approved so far, 240 of which were within timeframes. Only 5 discounts (2%) have been issued so far this year, which is well within the 5% KPI target.
- A total of 370 applications have been approved this year (this includes applications lodged prior to the new financial year).
- The new satisfaction survey shows 80% applicants were satisfied with the overall service they received. Only 24 applicants responded to the survey however, so we are looking at new ways to get feedback on our service.

3.2 Compliance

- Calls in to the Pollution Hotline continue to rise. We have received 2,723 calls so far this year, a 23% increase on last year so far. 76% of these calls were related to air quality.
- 119 urgent calls have been received since 1 July 2018, and all were responded to within 12 working hours.
- 59 Abatement Notices have been served since 1 July 2018, and 21 Infringement Notices have been issued.
- We have received 93% positive feedback from our complainant response since 1 July 2018.

Fiona McTavish
Chief Executive

30 April 2019

Report To: Regional Council

Meeting Date: 09 May 2019

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

Bay of Connections Reset

Executive Summary

A new framework for Council's role in regional economic development is proposed as recommended by the independent Bay of Connections Working Group. Council approved the formation of the Working Group at its 13 December 2018 meeting to engage with regional community and business leaders and develop a draft framework.

The key recommendations of the Working Group are:

- **Function** - Bay of Connections focus should be evidence-based, strategic and relationship focussed. Priority focus areas should be Māori economic development, low carbon economy and infrastructure, followed by workforce and land and water.
- **Form** - The structure must allow for quick, relevant responses in a dynamic operational environment. It must be empowering so decisions and implementation can happen quickly. A skills-based Leadership Group is proposed, headed by an independent chair who reports to the General Manager Strategy & Science.
- **People** – Those working for and with Bay of Connections need appropriate and, specific skills (including being relationship builders, solution focussed and excellent communicators).

Council is asked to consider the recommendations and approve an interim framework that best adds value in progressing economic development within the region. Subject to that approval, next steps include appointing the independent chair and leadership group members, and engaging with councils and economic development agencies on immediate areas of support.

Recommendations

That the Regional Council:

- 1 Receives the report, Bay of Connections Reset;**
- 2 Receives the recommendations of the Bay of Connections Working Group attached as Appendix 1 to this report.**
- 3 Agrees to the interim Regional Economic Development framework.**

- 4 Delegates to the chief executive approval to appoint an independent chair and leadership group members under the interim framework, with assistance from the Bay of Connections Working Group as needed.**
- 5 Agrees that staff engage with Councils and Economic Development Agencies on immediate areas of support for Regional Economic Development.**
- 6 Notes implementation of the new Regional Economic Development framework is intended to be within the existing Long Term Plan budget for the Regional Economic Development activity.**

1 Purpose of report

The purpose of this report is to consider the recommendations of the independent Working Group on the future framework of Regional Economic Development for the Bay of Plenty.

2 Background

In mid-2018, Bay of Plenty Regional Council (BOPRC) and Bay of Connections (BOC) commissioned an independent review of the Bay of Connections regional growth development framework, including its purpose/objectives, focus areas and stakeholder engagement.

Councillors considered the review findings and recommendations at the Council meeting on 1 November 2018. The review found it was time for a change to the regional economic development framework, and a fresh start is required.

The BOC Governance Group provided feedback and recommendations to Council at its meeting on 13 December 2018 at which point a small working group was established to progress those recommendations including engagement with Councils, Economic Development Agencies (EDA) and business leaders across the region.

The Working Group, consisting of a sub-group of the Bay of Connections Governance Group - Andy Blair, Riri Ellis and Greg Simmonds, has completed engagement across the region and developed a recommended regional economic development framework.

The feedback from that engagement and recommendations of the working group are provided in their report attached as Appendix 1.

3 Future direction of Bay of Connections

There was general consensus that a regional economic development effort is required, both to ensure a regional overview of cross-cutting opportunities and challenges, and to help connect with key stakeholders.

The Working Group has developed a set of recommendations regarding potential form and function of this future regional development effort. These are based on what the group heard, learnt and thought in terms of the most appropriate framework to benefit all.

The recommendations are tightly focused on providing the nature of support that local areas need, to help advance both local and regional opportunities, so that our whole region can move ahead.

4 Recommended Framework

The following changes to Bay of Connections are recommended to provide a fit for purpose structure and focus for the next few years.

4.1 Function

- BOC focus should be evidence-based, strategic and relationship focussed.
- A terms of reference stating BOC supporting role is essential and should articulate KPI's in terms of outcomes achieved (not activities undertaken).
- BOC continue to develop on-the-ground relationships to better understand local and sub-regional economic development priorities. Be present; sit beside, support and sometimes get out of the way. Agility will be the key.
- BOC will provide insightful interpretation of well curated relevant data and design thinking. The ability to contextualise local and regional data, be insight-led and future looking would add value by better informing regional conversations and help identify/inform future issues/opportunities that require regional conversations.
- Provide a single independent and coordinated voice when required, representing the needs of the region (e.g. to Central Government). Continue to hold an annual economic development forum bringing together key local, regional and national stakeholders.
- Initially focus on Māori economic development, a low carbon economy and either infrastructure or workforce. Continue to support coordinators for sector groups that are currently working well eg. Freight Logistics and Aquaculture.

4.2 Form - Structure

The structure of the organisation must allow for quick relevant responses to a dynamic operational environment. It must be empowering so decisions and implementation can happen quickly.

Operational structure

- The structure needs to be light and agile enough to be credible and have impact. Operating on the philosophy of 'partnering to add-value' and 'inclusiveness' with a degree of independence from BOPRC recommending an independent chair.
- Two fulltime operational roles recommended; Manager/Coordinator (Leadership, design thinking, relationships manager) and Business analyst/intelligence (data focused, business case writing). Recruit additional contractual support for projects as required.

Leadership structure

- Action-oriented and focused on ensuring that 'the right things get done' for the benefit of the BOC region. A robust review into the BOC strategic priorities, ensuring these are evidenced based and aligned/support sub-regional economic development strategy.

- A three-yearly strategy workshop with the leadership group and all Mayors/CE's to discuss regional priority issues for sustainable economic development.
- Provide strategic advice and support to BOPRC and the BOC operational team on emergent trends and implications for the BOP's sustainable economic development, providing direction, advice and points of escalation on complex decisions as appropriate.
- Actively lead change in thinking required to support better cross-region decision making on matters of sustainable regional economic development.

4.3 People

As trust, credibility and impact (which requires implementation) are critical to the success of the future model, the people recruited to work for and with BOC will need specific skills.

Key attributes required for success:

- Engaged, current thinking and context. Good at building relationships, on boarding and rallying people and teams.
- Able to listen and communicate in ways that build rapport.
- Eager to engage with people, turn up without being prompted
- Kick through barriers and provide thoughtful solutions to problems
- Solution focused rather than problem focused.

5 Next Steps

Having a completely independent entity which sits outside of Council would need to be an outcome identified through the Long Term Plan process via consultation before actions can be undertaken. In the short term, the framework for such an independent entity is not achievable.

As a result, it is recommended that an interim framework be put in place for one to two years that allows for an Independent Chair – an important acknowledgement of the feedback received – and a leadership group that provides guidance and advice to an internal Council team operating under the Regional Economic Development activity. The team would comprise the two existing FTE resources of a Programme Leader/Relationship Manager, Assistant Programme Leader and a potentially the new Business Analyst position recommended to support the programme. Any additional FTE resource will need to be considered through the Draft Annual Plan 2019/20 process, or provided elsewhere within the organisation.

The recruitment of the current Bay of Connections Portfolio Manager role, vacant since January 2019, has been delayed until now to allow for Council to make decisions on the future regional economic development framework set out in this report. It is intended that the role be re-named Programme Leader: Regional Economic Development (or similar).

The following next steps to implement the recommended framework are proposed:

- Identify and appoint independent chair and leadership group members with the assistance from the BOC Working Group. A terms of reference for the leadership group will be developed and expressions of interest called for.
- Recruit replacement vacant Portfolio Manager position and give consideration to new Business Analyst position through the draft annual plan deliberations process.
- Engage with Councils and EDA's on immediate areas of support for regional economic development.

6 Implications for Māori

The Bay of Connections Review has re-emphasised the significance of iwi to the regional economy. One of the proposed focus areas recommended by the review, the Governance Group and the Working Group engagement involves; nurturing and developing Māori economic development. Exactly how this will look will materialise as we develop the new regional economic development framework and focus areas.

It is also proposed that the Leadership Group would include members with suitable skills and understanding of Māori economic development within the region.

7 Budget Implications

7.1 Current Year Budget

This work is planned under the Regional Economic Development in the Long Term Plan 2018-2028. The current year budget for 2018/19 is \$697,000, including employee costs.

The current LTP budget is anticipated to be sufficient to carry out the recommendations.

7.2 Future Budget Implications

Future work on regional economic development is provided for in Council's Long Term Plan 2018-2028.

In terms of resourcing, any adjustments are to be managed within the existing budget for the Regional Economic Development activity. This is consistent with the advice provided to Council through previous Council discussions in relation to the Draft Annual Plan 2019/20.

8 Community Outcomes

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

Council currently supports economic development across the region through Bay of Connections. The proposed way forward will enhance the Council's ability to carry out its leadership role in regional economic development, and will ensure we are adding the most value possible.

David Phizacklea
Regional Development Manager

for General Manager, Strategy & Science

30 April 2019

APPENDIX 1

Appendix 1 - BOC Reset Recommendations 2019 from BOC Working Group

Bay of Connections Reset Framework 2019

Working Group recommendations

1. The Past

1.1 What the 2018 BOC Review told us:

- A number of positives achieved because of BOC
 - Strong collaborative framework for several key sectors, including: Freight/Logistics, Geothermal, Tertiary education and Aquaculture
 - A 'go to' place for Government w.r.t. BOP's economic development
 - Annual forum for regional economic development
 - First regional Māori economic development strategy
 - For many years positioned the BOP nationally as 'leading the way' in collaborative regional development
- However, context for regional economic development has shifted and BOC didn't adapt. Requires BOC to:
 - Reset the leadership and operational structure to be fit for purpose for the next five years & beyond
 - Greater community input into BOC leadership/priorities (regional mandate)
 - Value-add vs. perceived top-down approach i.e. work on lifting up local priorities instead of 'pushing down'
 - Consideration of the social, environmental and cultural implications of regional economic development priorities
 - Skills based leadership structure important
 - Refocus priorities on cross-cutting initiatives (5 identified)
 - Workforce
 - Māori economic development
 - Regional infrastructure (enabling access to markets & jobs)
 - Land & water (access for sustainable development)
 - A decarbonised economy

1.2 Feedback from stakeholder visits

Met with Mayors, Council CEO's, EDA Chairs and CEO's, Māori and business reps (Feb/Mar)

Support for:

- A regional view of major issues such as workforce, infrastructure, environment as related to sustainable economic development
- A bottom-up approach that adds value across two or more sub-regions/districts
- Greater alignment with community economic development priorities (partnership approach)
- A structure semi-independent of BOPRC
- Greater consideration of the social, cultural and environmental implications of regional economic development priorities and initiatives (but not leading them)
- Better use of data (evidence base) to make good long-term decisions
- Business relationships 'owned' by the relevant EDA's
- A regional voice to lobby central government on agreed issues

- Across the board support for a 'bottom-up' regional strategies e.g. the need for a regional spatial plan was a consistent message across almost all councils – but how this is done needs careful consideration as a top-down approach would not be supported.
- Not throwing out things that are currently working eg. Aquaculture work

No support for:

- A business as usual approach (this will have an impact on BOC brand)
- A single regional economic development agency
- Too much political input into leadership structure
- A top down approach led by BOPRC

2. The Future

BOPRC has an opportunity to once again show leadership in regional economic development. However, the way in which this leadership is provided needs to change both in terms of function and form. Importantly, the messaging from BOPRC/BOC needs to be different to what's gone before. Key to this will be that BOC role is to support local/sub-regional economic development strategies and add value where there is a community of interest regionally.

2.1 Recommendations on FUNCTION

BOC focus should be evidenced-based, strategic and relationship focussed:

- A new terms of reference stating BOC supporting role is essential and articulating KPI's in terms of outcomes achieved (not activities undertaken).
- Continue to support coordinators for sector groups working well eg. Freight/Logistics
- Continue to hold an annual economic development forum that brings together key local, regional and national stakeholders.
- Develop on-the-ground relationships to better understand local and sub-regional economic development priorities. Be present; sit beside, support and sometimes get out of the way.
- Engage and participate in high level business conversations and thinking
- Focus on connecting the right people for relevant regional conversations to find smart solutions. BOC needs to take a helicopter view of what's needed and then pull the right people together. This is not a one size fits all approach. Different people/organisations will need to be pulled together for different issues at different times. Agility is key.
- To underpin good decision making, provide insightful interpretation of well curated relevant data and design thinking. The ability to contextualise local and regional data, be insight-led and future looking would add value by better informing regional conversations and help identify/inform future issues/opportunities that require regional conversations.
- Be an advocate. Provide a single independent coordinated voice when required, representing the needs of the region (e.g. to Central Government) and opening up doors at a national level
- Do not try to do too much. Initially focus on:
 - Māori economic development
 - a low carbon economy, and possibly

- infrastructure or workforce.
- Better use of data and closer relationships with key stakeholders will inform evidence base for future priorities.

2.1.1 Maori economic development

The Māori Economic Development approach is facilitated well through the BOP Māori Economic Advisory Committee, and the He Mauri Ohooho strategy. In order to have more impact, better resourcing is required that enables engagement across the sub-regions with Māori land trusts, and iwi authorities involved in land-based development. A particularly under-examined opportunity for Māori in the region is in tourism and recent land, nature, water ventures will draw in more activities into the region.

2.1.2 Low carbon economy

Establish an action plan for the region in this space. This includes identifying central government support mechanisms, data and information, people, infrastructure and other resources.

2.1.3 Infrastructure

BOC should support sustainable economic development by helping connect the regional infrastructure strategy to the economic development strategy. Where appropriate this may include recommending investment in key regional assets/infrastructure that unlocks regional potential.

2.1.4 Workforce

Relatively light touch as this is a space where EDA's are increasingly active. Support EDAs/business by providing data and information and undertaking relevant research to identify and understand the key issues needing to be addressed – many of which are articulated in the BOP labour market strategy developed by the BOP Tertiary Intentions. This work, which was underpinned by analysis from Waikato University identified that a significant amount of labour market and demographic data exists for the BOP, but little work has been done to understand the interactions between demographic changes, future industry demands and local labour market areas with the region, such as understanding intra-regional commuter patterns, road links/public transport connections and housing.

2.2 Recommendations on FORM

The structure of the organisation must allow for quick, relevant responses to a dynamic operational environment. It must be empowering, so decisions and implementation can happen quickly.

2.2.1 Operational structure

- The structure needs to be light (significant resistance to a business as usual approach and/or creating 'top-down' bureaucracy).
- A degree of independence from BOPRC. Recommend an independent chair.
- Be high level and agile enough to be credible and have impact.
- Operate on philosophy of 'partnering to add-value' and 'inclusiveness'
- Two fulltime operational roles; Manager/Coordinator (Leadership, design thinking, relationships manager) and Business analyst/intelligence (data focused, business case writing).

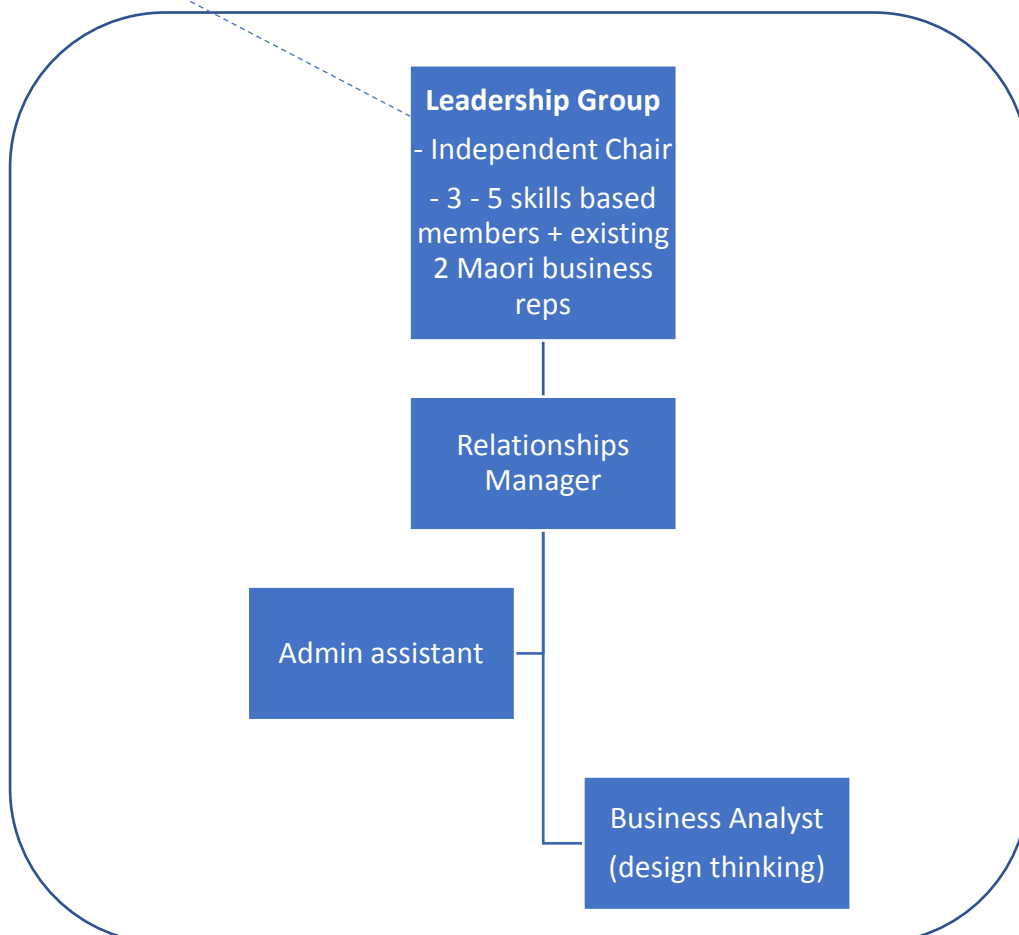
- Additional contractual support for projects.

2.2.2 Leadership structure

- Three-yearly strategy workshop with leadership group and all Mayors/CE's to discuss regional priority issues for sustainable economic development. Workshop to be informed by insight-driven evidence-base material.
- Independent chair.
- To be action-oriented and focused on ensuring that 'the right things get done' for the benefit of the BOC region
- To provide robust review and input into the BOC strategic priorities and ensure these are evidenced based and aligned/support sub-regional economic development strategy
- To seek and provide connections that take a cross region view on priority issues and ensure value-add to local strategies
- To provide strategic advice and support BOPRC and the BOC operational team on emergent trends and implications for the BOP's sustainable economic development
- To provide clarity, direction, advice and points of escalation on complex decisions as appropriate
- To actively lead change in thinking required to support better cross-region decision making on matters of sustainable regional economic development.

BOPRC EM's – Governance

BOPRC CEO



2.2.3 Other Infrastructure

2.2.3.1 Digital

- Up to date software platforms that support team and project comms eg. Microsoft Teams
- Data presentation and reporting
- Central info repository (Web based)
 - Identifying and sharing those activities seen to be 'best practice' i.e Examples of approaches, initiatives and programmes that are viewed as successful and can be replicated in other areas. These include case studies, data, reports, videos etc, and are informative rather than promotion of products and services.

3. Recommendations on PEOPLE

As trust, credibility and impact (which requires implementation) are critical to the success of the future model, the people recruited to work for and with BoC will need specific skills.

Key attributes required for success:

- Engaged, provide current thinking and context
- Good at building relationships, onboarding and rallying people and teams
- Able to listen and communicate in ways that build rapport, not in a lecturing 'I'm telling you' style
- Eager to engage with people, turn up without being prompted
- Kick through barriers and provide thoughtful solutions to problems
- Solution focused rather than problem focused

4. Next steps

- Andy Blair, Riri Ellis, Greg Simmonds provide recommendations to BOPRC councillors
- Review all sectors and make recommendations on which should continue to be resourced.

Report To: Regional Council

Meeting Date: 09 May 2019

Report From: Mat Taylor, General Manager, Corporate

Proposed Changes to LGNZ's Rules and support for Road Safety Remit

Executive Summary

LGNZ have advised of proposed changes to LGNZ rules to be discussed and voted on at the LGNZ Annual General Meeting on 7 July 2019.

Recommendations

That the Regional Council:

- 1 Receives the report, Proposed Changes to LGNZ's Rules and support for Road Safety Remit;**
- 2 Supports the recommended amendments to the LGNZ rules and approves the Regional Council's delegates vote accordingly.**
- 3 Supports the Whakatāne District Council's Road Safety Remit to the LGNZ AGM.**

1 Proposed Amendments to LGNZ Rules

Local Government NZ (LGNZ) is the professional body for Local Government Elected Members.

LGNZ is proposing a number of substantive and technical changes to the rules based on feedback from members.

The proposed changes to LGNZ's Rules will be discussed and voted on at LGNZ's Annual General Meeting (AGM) on Sunday 7 July 2019.

The proposed amendments mainly relate to the National Council membership and meeting requirements, including Community Board members in the definition of Elected Member and minor changes to modernise the rules. The proposed amendments and rationale are detailed in Appendix 1: LGNZ Rules Review – Proposed Amendments to the rules.

2 Whakatāne District Council Road Safety Remit

The Whakatāne District Council is seeking support for a remit relating to road safety that it wishes to submit to the LGNZ AGM. The remit would impact road controlling authorities (which this Council isn't) and is in response to the deaths of four road workers on New Zealand roads this calendar year (three of those, on State highway 2 west of Matatā).

The intent of the remit is primarily to improve road safety outcomes on the roading network, in particular:

- Support NZTA' s initiative to review the Code of Practice for Temporary Traffic Management (CoPTTM) in light of the recent fatalities.
- Encourage NZTA to work closely with RCA's to ensure the CoPTTM review also covers local road Temporary Traffic Management
- Strongly encourage RCA' s to work with NZTA, perhaps through the RCA Forum , on a review of local road Temporary Traffic Management
- Strongly encourage RCA's to adopt with urgency, any local road CoPTTM improvements that arise from the review.

The remit is consistent with the current Regional Land Transport Plan which seeks to work towards achieving increased safety for users of the region's transport network. As such, Transportation staff recommend that Council support Whakatāne District Council's remit.

3 Budget Implications

3.1 Current Year Budget

There are no current or future budget implications in supporting changes to LGNZ's rules or review of NZTA's CoTTM.

4 Community Outcomes

Membership of LGNZ directly contributes to A Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Yvonne Tatton
Governance Manager

for General Manager, Corporate

30 April 2019

APPENDIX 1

LGNZ Rules Review - paper for members

LGNZ Rules Review

Proposed amendments to the Rules

Since late 2018, LGNZ has consulted with members on options for changing the LGNZ Rules, at Zone and Sector meetings.

Attached are a number of proposed substantive and technical changes to the Rules, which are based on feedback from members. These proposed changes have been discussed with, and endorsed by, LGNZ's Governance and Strategy Advisory Group (GSAG) and National Council.

The rationale for each of the proposed changes is set out in further detail below.

These proposed changes to LGNZ's Rules will be discussed and voted on at LGNZ's Annual General Meeting (AGM) on Sunday 7 July 2019. Although LGNZ's Rules provide that LGNZ is only obliged to give members 10 working days' notice of any proposed changes to the Rules, we are providing the proposed changes to councils early so as to allow proper consideration and discussion of the proposed changes by your council, ahead of the AGM.

Proposal One – Amendments to provide Te Maruata representation on National Council (including consequential amendments)

To reflect the increasing diversity of the local government family/whanau it is proposed that the Rules be amended to provide that the Chair of Te Maruata is a member of National Council, with full voting rights.

Te Maruata Roopu Whakahaere (Te Maruata) is a subcommittee of the National Council comprised of Māori elected members. Te Maruata was established in response to a remit passed at the 2008 LGNZ AGM. Its role is to promote increased representation of Māori as elected members of local government; to enhance Māori participation in local government processes; provide support for councils in building strong relationships with iwi, hapu and Māori groups; provide Māori input on development of future policies or legislation relating to local government; and foster and support a network of Māori elected members and staff of local government for the purpose of sharing information, challenges and aspirations relevant to kaupapa Māori.

Given Te Maruata's importance, National Council resolved in 2018 that the Chair of Te Maruata would sit on National Council as a non-voting member. Feedback from members is that the time is now right for Te Maruata's Chair to sit as a full member of National Council.

This proposed amendment to the Rules reflects a drive for greater diversity on National Council, the importance of local government engaging with Māori communities and the obligations that local government has to reflect the obligations of the Treaty of Waitangi.

Proposal 1 (attached) details a number of consequential, technical changes that will need to be made to the Rules if the substantive proposal to provide a seat on National Council for Te Maruata's Chair is adopted.

Proposal Two – Amendments to give effect to Auckland Council representation on National Council (including consequential amendments)

It is proposed that the Rules be amended to provide that Auckland Council has three seats on National Council, to be held by:

- The Mayor of Auckland (or an alternate member of the Auckland Council governing body appointed by the Mayor);
- A member of the Auckland Council governing body; and
- A member of an Auckland Council local board.

These proposed amendments are designed to reflect the scale of Auckland (one-third of New Zealand's population). They are also designed to bring the LGNZ Rules into line with Auckland Council's current unique governance structure (ie a governing body and local boards). The current LGNZ Rules pre-date the establishment of Auckland Council and its current governance structures, which were introduced by legislation in 2010. LGNZ's view is that its Rules should be consistent with those changes.

Local boards are a unique governance structure, providing governance at a local level within Auckland Council and enabling democratic decision-making by and on behalf of communities within the local board area. There are 21 local boards, comprising 149 elected members in total. Local board responsibilities include adopting local board plans, agreeing annual local board agreements that set annual budgets, and agreeing and overseeing annual work programmes. Currently there is no provision for the representation of local board members on National Council. LGNZ's view is that it is important that provision is made for the representation of this group of elected members on National Council.

As a result of these proposed changes to Auckland's representation, Auckland Council would no longer be part of Zone 1; Zone 1 would be comprised of Far North region councils only. Zone 1 would be entitled to one seat on National Council.

To ensure that the representation of metropolitan New Zealand on National Council is not by Auckland Council alone, specific amendments are proposed to make it clear that three seats on National Council will be held by metropolitan councils *other than* Auckland Council.

Based on feedback from Zone meetings, it is also proposed that the Rules be amended to specifically provide that at least one of the three Metropolitan Sector representatives on National Council be from the South Island. This is designed to ensure that there is appropriate representation of metropolitan South Island on National Council.

Proposal 2 (attached) details a number of consequential, technical changes that will need to be made to the Rules if the substantive proposal to change the representation of Auckland Council on National Council is adopted.

Note that Proposals 1 and 2 will result in the membership of National Council increasing from 15 members to 18. Feedback from current National Council members is that a Council of this size for a membership based body is workable, particularly given that the Rules give National Council the power to create an executive committee, or subcommittee structures, where that is considered appropriate.

Proposal Three – Minor (administrative) substantive changes

A number of minor administrative changes to the Rules are proposed, including:

- Inclusion of community board members in the definition of Elected Member;
- The ability for National Council to appoint individuals (with full speaking rights, but no voting rights) to the National Council to provide assistance to National Council because of their training, qualifications or experience; and to ensure diversity of representation;
- Changes to the definition of a quorum for the purpose of National Council meetings; and
- The ability for National Council to pass a resolution without a meeting with the agreement of 75 per cent of all National Council members (as opposed to all National Council members, as currently required).

These proposed amendments are designed to ensure that the Rules provide for all types of elected member, are consistent with the proposed substantive changes to the Rules, and to simplify National Council's processes.

Proposal Four – Minor amendments to modernise and rationalise language

LGNZ is proposing that a number of changes be made to modernise the Rules (eg to make provision for electronic notices and voting), and rationalise the language of the Rules.

These changes are technical in nature, and do not result in any substantive changes to the Rules.

Next steps

As noted above, these proposed changes to the Rules will be discussed and voted on at LGNZ's AGM on Sunday 7 July 2019. Members will receive copies of the proposed changes to the Rules as part of the formal AGM papers.

However, LGNZ is providing copies of the proposed changes in advance so that councils have plenty of time to consider the proposed changes. LGNZ encourages members to now discuss and debate the proposed changes to the Rules, ahead of the AGM.

As per Rule K4(b), each of the four proposed sets of changes to the Rules will require the support of a two-thirds majority of LGNZ's members in order to pass. Therefore your council's vote does matter and can make a difference.

If you would like LGNZ to visit your council to discuss the proposed changes to the Rules ahead of the AGM, please contact Malcolm Alexander or Grace Hall to arrange that – see below for contact details.

For further information on the proposed changes, or if you have any questions, please contact Malcolm Alexander, Chief Executive (malcolm.alexander@lgnz.co.nz) or Grace Hall, Senior Policy Advisor (grace.hall@lgnz.co.nz).

APPENDIX 2

Proposed amendments to LGNZ's Rules

PROPOSED AMENDMENTS TO THE RULES 2019

Proposal 1 - Minor (Administrative) Substantive Changes:

1. Rule A2: - Delete paragraph (b) of the definition of “Elected Member” and substitute:

 “(b) A person holding office as a member of a local board within the district of a Member Authority; and

 (c) A person holding office as a member of a community board within the district of a Member Authority.”
2. Rule E11A to E11C: Add the following after Rule E11:

 “E11A From time to time, the National Council may appoint to the National Council any person whom the National Council believes will assist the National Council in its deliberations because of that person’s training, qualifications or experience. Any such person is not required to be qualified to be a National Council member or an Elected Member. The National Council may discharge any such person from the National Council in like manner.

 E11B From time to time, the National Council may appoint to the National Council any person whom the National Council believes will ensure diversity of representation on National Council. Any such person must be an Elected Member. The National Council may discharge any such person from the National Council in like manner.

 E11C Any person appointed under Rules E11A or E11B shall have full speaking rights but no voting rights at National Council meetings.”
3. Rule E17: Delete the word “six” in both places it appears and substitute **“a quorum”**.
4. Rule E26: Delete the current wording and substitute:

 “At any meeting of the National Council, a quorum consists of:

 (a) half of the membership (President and members provided for in Rule E1) if the number of such members (including vacancies) is even; or

 (b) a majority of members (President and members provided for in Rule E1) if the number of such members (including vacancies) is odd.
5. Rule E29A: Delete the current wording and substitute:

 “The National Council may pass a resolution without a meeting held in accordance with Rules E20-E29, but only if the resolution is assented to by not less than 75% of the members of the National Council then in office and entitled to vote.”

Proposal 2 - Amendments to provide Te Maruata representation on the National Council (including consequential amendments):

Rule A2:

Amend the definition of “NATIONAL COUNCIL MEMBER” by deleting the words “elected or appointed” and substituting **“elected, appointed or assuming office”**.

Insert after the definition of “SECTOR GROUP” the following:

“TE MARUATA” means the committee named Te Maruata Roopu Whakahaere established in response to the remit passed at the 2008 Annual Conference and any committee in substitution for that committee.”

Rule E1: Delete the opening words and paragraph (a) and substitute the following:

“E1 The National Council of LGNZ consists of the President and:

(a) The person for the time being holding office as the Chair of Te Maruata (or an alternate appointed in writing by that person);”

Rule E10: Delete the current wording and substitute:

“E10 Persons appointed to the National Council or who assume office as a member of National Council under Rules E1 to E9 assume office on the day that is eight weeks after the triennial local government elections are held, except that the person who assumes office as a member of National Council pursuant to Rule E1(a) assumes that office at such time that the Chair of Te Maruata is appointed at a hui organised by LGNZ for the purpose of Te Maruata appointment, and subject to Rules E12 to E16 all such persons serve in office until their successors have assumed office.”

Rule E15: After the reference to “the President” add the words **“or the position occupied by the Chair of Te Maruata.”**

Rule E15A: Add the following after Rule E15:

“E15A In the event of the position on National Council occupied by the Chair of Te Maruata becoming vacant, that position will be filled by the Deputy Chair of Te Maruata until such time that a replacement Te Maruata Chair is elected.”

Rule E16: Add after the reference to “Rule E15” **“, or who assumes office under Rule E15A,”**

Proposal 3 - Amendments to give effect to Auckland Council representation on the National Council (including consequential amendments):

Rule D1: Delete the second sentence and substitute the words **“Each Member Authority (except Auckland Council) shall belong to one Zone, and no Member Authority shall belong to more than one Zone.”**

Rule D2: Delete from the definition of “Zone One” in paragraph (a) the words **“and the Auckland Council”**.

Rule E1: Delete paragraphs (b) to (e) and substitute the following:

- “(b) One person elected by each of Zones One, Two, Three, Four, Five and Six;**
- (c) Three persons elected by the Metropolitan Group –**
 - (i) at least one of whom is an elected member of a South Island Member Authority; and**
 - (ii) none of whom is an elected member of Auckland Council or any of its local boards;**
- (d) Two persons elected by the Regional Group;**
- (e) One person elected by each of the Provincial and Rural Groups;**
- (f) The Mayor of Auckland (or an alternate member of the Auckland Council governing body appointed in writing by the Mayor); and**
- (g) Two persons to represent Auckland as set out in Rule E1A.”**

Add after Rule E1 the following:

“E1A AUCKLAND REPRESENTATION

The appointments referred to in Rule E1(g) must be:

- (a) one person appointed by the Auckland Council, from members of the governing body (not being the Mayor, or the Mayor’s alternate under Rule E1(f)); and**
- (b) one person appointed by Auckland Council local boards, from elected members of the local boards.”**

Proposal 4 – Minor Amendments to Modernise (e.g. electronic notices and voting) and rationalise language.

Please refer to the attached version of the Rules (Appendix X) with all proposed amendments shown in red.

APPENDIX 3

Whakatane District Council Request for support for Road Safety Remit

26 April 2019

To my fellow Mayors and Councils

REQUEST FOR SUPPORT OF AN LGNZ REMIT RELATED TO ROAD SAFETY

I am writing to you to request your support for a remit that I wish to put forward to the LGNZ Annual General Meeting in July 2019 related to road safety. A copy of the draft remit and background information is attached to this letter. I would appreciate your support for this remit before Friday 10 May 2019 in order to submit this to LGNZ.

After the recent tragic events in my district, where three road workers were killed, I believe we have to ask ourselves are we doing all that we can to ensure those working on our roads are safe from harm. As Mayor I have raised at recent Regional Transport Committee meeting my concern about the level of public discontent with traffic management on road work sites by contractors, and, in my view, evidence that a high proportion of motorists tend to ignore temporary speed sign restrictions. I believe this has come about particularly on unattended sites, where traffic management speeds don't seem appropriate or are left in place too long.

Our roading team at Whakatāne District Council have already been working proactively with NZTA and local contractors to review traffic management requirements. However I believe a national response is appropriate and would indicate the support of local government as a whole for this work. The remit that I intend, with your support, to propose is attached.

Broadly this would:

- Support NZTA's initiative to review CoPTTM in light of the recent fatalities
- Encourage NZTA to work closely with RCA's to ensure the CoPTTM review also covers local road Temporary Traffic Management
- Strongly encourage RCA's to work with NZTA, perhaps through the RCA Forum, on a review of local road Temporary Traffic Management
- Strongly encourage RCA's to adopt with urgency, any local road CoPTTM improvements that arise from the review.

I ask your Council to consider this information, and to confirm your support for the attached Remit by reply to me before Friday 10 May 2019.

Yours sincerely



Tony

MAYOR
WHAKATĀNE DISTRICT

APPENDIX 4

Whakatane District Council Draft Remit LGNZ Road Safety proposals May 2019

This Remit is in two parts;

1. That LGNZ acknowledges that the New Zealand Transport Agency's (NZTA's), Code of Practice for Temporary Traffic Management (CoPTTM) is a comprehensive and robust document, and that NZTA ensures the CoPTTM system is regularly reviewed, refined and updated. However, in light of the recent road worker fatalities LGNZ requests NZTA, in partnership with Road Controlling Authorities (RCAs);
 - a. Review afresh its Code of Practice for Temporary Traffic Management (CoPTTM) to satisfy themselves that;
 - i. The document provides sufficient guidelines and procedures to ensure approaching traffic are given every possible opportunity to become aware of the worksite ahead and to respond appropriately and in a timely manner
 - b. Review its CoPTTM Training System to ensure;
 - i. Trainers are sufficiently qualified and adequately covering the training syllabus
 - ii. Site Traffic Management Supervisors (STMS's) and Traffic Controllers (TC's) are only certified when they can demonstrate competence in the application of CoPTTM.
 - iii. A robust refresher programme is in place to ensure those in charge of Traffic Management on worksites remain current in the required competencies.
 - c. Review its Site Auditing requirements to ensure the traffic management at worksites is independently audited at a sufficient frequency to ensure compliance, and that a significantly robust system is put in place to enable enforcement of compliance.
2. That LGNZ takes steps to remind its members of their duties with respect to their role as Road Controlling Authorities including;
 - a. Appointing and sufficiently training and resourcing a Traffic Management Co-ordinator to ensure their obligations under the Health and Safety Work Act 2015, with respect to traffic management, are being met.
 - b. Adequately resourcing and undertaking audits of road work sites to ensure compliance with CoPTTM.

Background Information and Research

1. Nature of the Issue

Four road workers have been killed on New Zealand roads this calendar year, and we need to ask ourselves, are we doing all that we can to ensure those working on our roads are safe from harm.

There is an increasing level of public discontent with the level of discipline around traffic management being maintained on roadwork sites by contractors, particularly on unattended sites, where all too often the temporary traffic management on site does not seem appropriate, or to adequately inform motorists of the need for the restrictions, or is left in place for too long.

2. Background to it being Raised

Frameworks for the safe management of roadworks have been in place for over 2 decades now, and during this time they have evolved and improved to keep up with the changing risks in the workplace environment.

The current framework is the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management, 4th edition 2018 (CoPTTM).

This is a comprehensive document that applies a risk based approach to temporary traffic management, based on a road's classification and intensity of use, and the nature of works required to be undertaken on the road.

It is closely aligned to the Health and Safety at Work Act 2015, recognising the statutory duty of all those involved with activities on or adjacent to the road, to systematically identify any hazards, and if a hazard is identified, to take all reasonably practical steps to ensure no person is harmed.

It includes steps to eliminate risks to health and safety and if it is not reasonably practicable, to minimise risks to health and safety by implementing risk control measures in accordance with Health and Safety at Work (General risk and Workplace Management) Regulations 2015.

CoPTTM also includes a risk matrix to help determine what is the appropriate temporary speed limit, that should be applied to a worksite, whether attended or unattended.

It further contains procedures for undertaking safety audits and reviews of worksites, including the ability to close down worksites that are identified as unsafe following an audit.

There are no financial penalties for non-compliance, although there are a range of other penalties that can be imposed, including the issue of a notice of non-conformance to individuals or companies, and a '3 strikes' system whereby the issue of three non-conformances within a 12 month period results in sanctions being imposed. These can include:

- removal of any prequalification status,
- reduction of quality scores assigned in tender evaluations,
- forwarding of non-conformance to the appropriate Standards organisation which may affect the company's ISO9000 registration,
- denial of access to the road network for a period of time,
- requirement for the company to have someone else provide their TTM
- staff retraining for CoPTTM warrants.

In principle there would seem to be sufficient processes in place to ensure that traffic management on road worksites was appropriate and adequately provided for the safety of workers on site, the general public, and passing traffic.

However, this year has seen four road workers killed whilst working on our roads.

There is also a growing level of discontent from motorists regarding the appropriateness of signs that are left out on unattended sites.

Often these signs are perceived to be (any combination of) unnecessary, poorly located, incorrectly advising the condition of the road ahead, having an inappropriate speed limit, or being left out to long

3. Issues Relationship, if any, to the current Local Government New Zealand Business Plan and its objectives;

Local Government New Zealand has five policies in place to help achieve their sector vision: *Local democracy powering community and national success.*

Policy Priority 1 is Infrastructure, which focuses on water, transport and built infrastructure. The Transport statement states that a national policy framework is needed to achieve five outcomes. One outcome is 'a safe system, increasingly free of death and serious injury'.

This remit is aligned to this priority outcome as it is focused on reducing safety risks, death and serious injury in locations where road works are being undertaken.

4. Level of work, if any, already undertaken on the issue by the proposer, and outcomes to date

The Whakatāne District Council has been working proactively with NZTA and its local contractors to review its own traffic management requirements, the level of compliance with those requirements, and the adequacy of its auditing processes and frequencies.

There has been positive engagement with NZTA and the local contracting sector on this matter.

The process has identified improvements that could be effected by both the Council and its contractors. A plan is being developed to socialise the outcomes with NZTA and other RCA's, and this REMIT forms part of that plan.

The New Zealand Transport Agency is also responding to the recent deaths by initiating immediate temporary changes to pertinent traffic management plans, and considering permanent changes through its standard CoPTTM review process.

There is currently no national initiative to require local government RCA's to review their practices in response to these deaths.

5. Resolution, outcome and comments of any zone or sector meetings which have discussed the issue;

This remit has not been presented to zone or sector meetings at this stage.

6. Suggested actions that could be taken by Local Government New Zealand should the Remit be adopted.

- Support NZTA's initiative to review CoPTTM in light of the recent fatalities
- Encourage NZTA to work closely with RCA's to ensure the CoPTTM review also covers local road Temporary Traffic Management
- Strongly encourage RCA's to work with NZTA, perhaps through the RCA Forum, on a review of local road Temporary Traffic Management
- Strongly encourage RCA's to adopt with urgency, any local road CoPTTM improvements that arise from the review.

Report To: Regional Council

Meeting Date: 09 May 2019

Report From: Garry Maloney, Transport Policy Manager

Amendments to the Regional Transport Committee Terms of Reference

Executive Summary

This report seeks the Regional Council's approval of a Regional Transport Committee recommendation to amend the Committee's terms of reference. The amendments are shown in track changes in the appendix to this report.

Recommendations

That the Regional Council:

- 1 Receives the report, Amendments to the Regional Transport Committee Terms of Reference.**
- 2 Approves amendments to the Regional Transport Committee's terms of reference as detailed in Appendix 1 of this report.**

1 Purpose of Report

The purpose of the report is for the Regional Council to consider a recommendation from the Regional Transport Committee (RTC) to amend its terms of reference.

2 Background

At its meeting on the 15 March 2019, the RTC considered a report on the current role of the Committee and whether any changes to its terms of reference were required.

The report recommended amendments to the terms of reference to provide a more comprehensive description of the functions that the RTC currently undertakes. These were based on discussions at a previous Committee workshop and a review of other RTC's terms of reference.

The RTC is now recommending to the Regional Council that it approves the amendments shown in track changes in Appendix 1 of this report.

3 Budget Implications

3.1 Current Year Budget

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2018-2028.

3.2 Future Budget Implications

Future work to support the RTC is provided for in Council's Long Term Plan 2018-2028.

4 Community Outcomes

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

Bron Healey
Senior Transport Planner

for Transport Policy Manager

1 May 2019

APPENDIX 1

Recommended changes to the Regional Transport Committee Terms of Reference

Regional Transport Committee

Terms of Reference

Delegated Function

Section 105(1) of the Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee for its region.

Membership

Each regional council must appoint to its regional transport committee:

- Two persons to represent the regional council;
- One person from each territorial authority in the region to represent that territorial authority; and
- One person to represent the New Zealand Transport Agency.

Each regional council must appoint from its representatives the chair and deputy chair of the committee.

At any meeting of a regional transport committee, the chair, or any other person presiding the meeting:

- Has a deliberative vote; and
- In the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).

Quorum

In accordance with Council standing order 10.2, the quorum at a meeting of the committee is five, consisting of the majority of the number of members.

Term of the Committee

Under section 105(1) of the Land Transport Management Act 2003, every regional council must establish a regional transport committee as soon as practicable after each triennial election.

Meeting frequency

Quarterly.

Specific Responsibilities and Delegated Authority

- To prepare a regional land transport plan, or any significant variation to the plan, for the approval of the Regional Council.
- To approve any non-significant variation to the regional land transport plan.
- To adopt a policy that determines significance in respect of:
 - variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003; and
 - the activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003.
- To monitor implementation of the regional land transport plan.
- To provide advocacy on strategic regional and inter-regional transport matters to central government and other key stakeholders as appropriate.
- To provide the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities.
- To approve submissions to central government, local authorities and other agencies on Regional Transport Committee matters.
- To monitor and provide advocacy on regional road safety, and approve the regional Road Safety Action Plan.

Procedure of the Committee

The Regional Transport Committee may appoint external advisors to assist it in the exercise of its specific responsibilities and delegated authority. For the purposes of clarity, external advisors may be given full speaking rights at the discretion of the Committee, but are not entitled to vote on Committee matters.

The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the Regional Transport Committee.

Note:

- The Regional Transport Committee does not have any financial delegation.
- Under the Local Government Act 2002 the Regional Transport Committee is not defined as a joint committee.
- The Regional Transport Committee reports directly to the Regional Council.
- The New Zealand Transport Agency (appointed member) can nominate an alternative representative to attend Regional Transport Committee meetings, as resolved by the Regional Council.

Report To: Regional Council

Meeting Date: 09 May 2019

Report From: Garry Maloney, Transport Policy Manager

Confirming variation to Regional Public Transport Plan

Executive Summary

Decisions made by Council on 25 February 2019 affecting the Tauranga school and Urban bus services require a variation to the Regional Public Transport Plan (RPTP) to stay consistent with the Land Transport Management Act (LTMA). These decisions included the addition of urban and school bus services as well as to contract for emergency school bus services outside of the existing contracting units.

The variation separates all school services from the existing contracting units and places them into six separate units which are then able to be contracted separately to existing contract units. This will not affect any of the contracting arrangements that are currently in place but does provide a much higher degree of flexibility should contracts require changing for operational reasons or should additional school services be required.

An additional three Trial contracting units have also been included in the variation that will allow for the delivery of trial services across the Region. Details about Tauranga urban bus routes have also been updated so the RPTP remains consistent with plans to introduce new bus services for Maungatapu, Pāpāmoa, and Matua.

Under the LTMA, changes to contracting units in the RPTP are considered a significant variation to the RPTP and therefore consultation with specific stakeholders is required. This consultation has been completed and there are no objections to the changes being proposed.

Recommendations

That the Regional Council:

- 1 Receives the report, Confirming variation to Regional Public Transport Plan.**
- 2 Adopts the variation to the Regional Public Transport Plan as described in this report and as included in full as Appendix One.**

1 Background

At an extraordinary meeting of the Regional Council Public Transport Committee on 25 February 2018 a decision was made to establish new bus routes in Tauranga City and to fund additional school bus services. In order to implement these changes and be compliant with the Land Transport Management Act, a variation to the Regional Public Transport Plan (RPTP) was required.

The Land Transport Management Act (LTMA) stipulates that any variation affecting the contracting units in the RPTP is a significant variation and must be consulted with specified parties.

2 What is a contracting unit

Contracting units are a requirement within the RPTP as set out in the LTMA. The units are geographical groupings of bus services that must be contracted by Council as a whole. In Tauranga there are currently two contracting units, Tauranga Eastern and Tauranga Western incorporating both school and urban bus services

3 Variation to Regional Public Transport Plan

The relevant section of the RPTP is included in Appendix 1 with proposed changes.

The variation will:

- reflect the addition and modification of Tauranga bus services;
- include an additional three trial units for the delivery of any future trial services across the Region;
- remove reference to individual school bus routes to allow flexibility in this space; and
- result in the separation of school services from the existing “Tauranga Eastern” and “Tauranga Western” units into individual units as below:
 - Tauranga School Services 1
 - Tauranga School Services 2
 - Tauranga School Services 3
 - Tauranga School Services 4
 - Tauranga School Services 5
 - Tauranga School Services 6

The changes to the contracting units will also allow for the delivery of any additional school services that may be required as part of possible changes to Tauranga school fares.

4 Consultation undertaken

In line with the requirements of the Act the following entities have been asked to provide comment on the variation:

- the New Zealand Transport Agency;
- every operator of a public transport service in the region;

- every person who has notified the regional council of a proposal to operate an exempt service in the region;
- the Minister of Education;
- the territorial authorities in the region; and
- the relevant railway line access provider.

One response was received from these entities. This response supported the proposed variation and in particular the increased flexibility this could provide for the contracting of school services.

Staff are also in the process of consulting the Regional Transport Committee and hope to have received a response by the time of the Council meeting supporting the change.

5 Staff Recommendation

Staff recommend that Council adopts the variation to the RPTP which will take effect 20 working days from this decision.

6 Budget Implications

6.1 Current year budget

There are no budget implications from this decision.

6.2 Future Budget Implications

There are no budget implications from this decision.

Joe Metcalfe
Senior Transport Planner

for Transport Policy Manager

1 May 2019

APPENDIX 1

Appendix One - Variation to RTP

Appendix One – Variation to Regional Land Transport Plan

NB: Deleted text is denoted by ~~red font with a strikethrough~~, additions are denoted with **bold text**

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 April 2019
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 April 2019

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 April 2019
Tauranga Schools Unit 4	School Connector Routes	School services provided in Tauranga	April 2019
Tauranga Schools Unit 5	School Connector Routes	School services provided in Tauranga	April 2019
Tauranga Schools Unit 6	School Connector Routes	School services provided in Tauranga	April 2019
Twin City	Commercial Unit	Rotorua to Tauranga	Current
Trial services 1	Regional Access	Future unit for introduction of trial services	April 2019
Trial services 2	Regional Access	Future unit for introduction of trial services	April 2019
Trial services 2	Regional Access	Future unit for introduction of trial services	April 2019
Waihī Beach	Rural Access Routes	Waihī Beach – Waihī – 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
41	Mungatapu Shopper	Urban Access		30	Tauranga Western

Route number	Service	Service type	Operating hours	Peak frequency (minutes)	Contract unit
Tauranga Western Unit (continued)					
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
70	Matua Express	Special	6:00-9:00am & 4:00-6:30pm	30	Tauranga Western
71	Matua Shopper	Urban Access	9:00am - 3:30pm	30	Tauranga Western
72	Otumoetai	Connector	6:00am – 8:00pm	20	Tauranga Western
41	Mungatapu Shopper	Urban Access	9:00am - 3:30pm weekdays 7:00am-5:00pm weekends	60	Tauranga Western

Route number	Service	Service type	Operating hours	Peak frequency (minutes)	Contract unit
Tauranga Eastern Unit					
CT	Cross City Connector - Bayfair to Tauranga Crossing	Connector	6:00 am–8:00 pm	30	Tauranga Eastern
GW-CL	City Loop Clockwise	Frequent	6:00 am–8:00 pm	15	Tauranga Eastern
ACW HL	City Hospital 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

Route number	Service	Service type	Operating hours	Peak frequency (minutes)	Contract unit
Tauranga Eastern Unit (continued)					
30	Pāpāmoa, Wairakei	Connector	6:00 am–8:00 pm*	20	Tauranga Eastern
30x	Pāpāmoa Golden Sands 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
36	Pāpāmoa – Mungatapu - CBD	Special	7-9am & 3-8pm Weekdays only	30	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 six separate contracting units.** ~~between the Tauranga-eastern and Tauranga-western contract units.~~

- Tauranga School Services 1
- Tauranga School Services 2
- Tauranga School Services 3
- Tauranga School Services 4
- Tauranga School Services 5
- Tauranga School Services 6

School services are subject to regular change as school rolls change and new schools open. **Consequently, individual school services are not listed within the Plan.** Full details on these services are available on baybus.co.nz

In addition to service operated by the Regional Council, 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	Ohauiti 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	Ohauiti	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	Ohauiti/ Cameron 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
813	Cheyne Road	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western 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/ Ohauiti 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/ Ohauiti	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	Waihī Beach–Waihī-Katikati	Regional Access	8:30 am–5:15 pm	4 daily trips, Thursdays only	Waihī 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
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.

5.6 Trial and Innovation Units

Three trial units and one innovation unit have been included within the RPTP to allow the set-up of new services on a trial basis without the need to undertake consultation on the Plan. This will enable Regional Council to be more responsive to community needs.

Receives Only – No Decisions

Report To: Regional Council

Meeting Date: 09 May 2019

Report From: Mat Taylor, General Manager, Corporate

Arotake Tuatoru 2018/19 - Performance Monitoring Report, July 2018 to March 2019

Executive Summary

This report provides information to review Council's performance and the progress of our work over the first nine months of the 2018/19 financial year with a focus on the third quarter (January to March 2019). This report includes *Arotake Tuatoru 2018/19* as a supporting document (provided under separate cover).

For the nine months ending 31 March 2019 we are forecasting an annual operating deficit of \$2 million which is \$12 million favourable against the budget deficit of \$14 million. Forecast operating revenue of \$125 million is \$2 million higher than the revenue budget of \$123 million. Forecast operating expenditure of \$127 million is \$10 million lower than the operating expenditure budget of \$137 million.

The annual capital budget for 2018/19 has been revised by an additional \$8.3 million to \$66 million and this is due to \$1.4 million capital budget carry forwards from 2017/18 which were approved by Council on 27 September 2018, \$1.3 million of additional funding approved by Council in December 2018 and \$5.6 million brought forward from 2019/20 approved by Council in February.

Forecast capital expenditure of \$58 million is \$8 million lower than the revised budget of \$66 million. The forecast for capital grants and subsidies, and insurance recoveries is \$0.2 million lower than the annual capital revenue budget of \$12.5 million.

Council's total debt as at 31 March 2019 is \$140 million and the forecast to 30 June 2019 is \$200 million against a full year budget of \$95 million. Council has prefunded \$90 million of its Long Term Plan 2018-2028 capital works programme with borrowings from the Local Government Funding Authority and is proposing further prefunding of \$60 million. This approach supports Council's prudent financial management, is supported by Council's external treasury advisors and benefits regional ratepayers. Council has on-lent \$50 million of borrowings to Quayside Holdings Limited as approved through Long Term Plan 2018-2028. The confidential Treasury Report for March 2019 in Appendix 1 and the confidential Treasury Prefunding Strategy in Appendix 2 provides detailed investment and borrowing analysis.

There are 32 Long Term Plan 2018-2028 KPI's measured and reported this financial year. Currently 22 KPIs are on-track; and 8 KPI's do not currently have data available. Two KPIs are tracking off-target and are not expected to be achieved for 2018/19. Further detail on

these KPIs, one under the Transport Group of Activities and one under the Emergency Management Group of Activities is included in this report.

This report also includes an update on the University of Waikato Coastal Marine Research Centre.

Recommendations

That the Regional Council:

- 1 Receives the report, Arotake Tuatoru 2018/19 - Performance Monitoring Report, July 2018 to March 2019;**
- 2 Notes staff intend to prefund an additional \$60 million of capital works for the Long Term Plan 2018-2028 before 30 June 2019 with new borrowings from the Local Government Funding Agency. These funds will be invested in term deposits with maturity dates aligning to expected cash requirements.**

1 Introduction

Arotake Tuatoru 2018/19 is our third performance monitoring and reporting update to Council under the Long Term Plan 2018-2028 and the report is included in the agenda as a supporting document.

Arotake Tuatoru 2018/19 provides performance information for the first nine months of the 2018/19 financial year with a focus on the third quarter (January to March 2019). This report follows 'Arotake Tuarua', which provided performance and monitoring information to Council for the second quarter of 2018/19 (July to December 2018).

Arotake Tuatoru 2018/19 brings together an overview of key areas of Council's performance into one document. This includes performance monitoring information covering our four Community Outcomes and the Objectives that drive their delivery; financial and non-financial performance for our nine Groups of Activities; overall Council financial performance (including variance analysis); progress for major capital projects; treasury portfolio performance (investments and external borrowings); people and culture as well as health and safety.

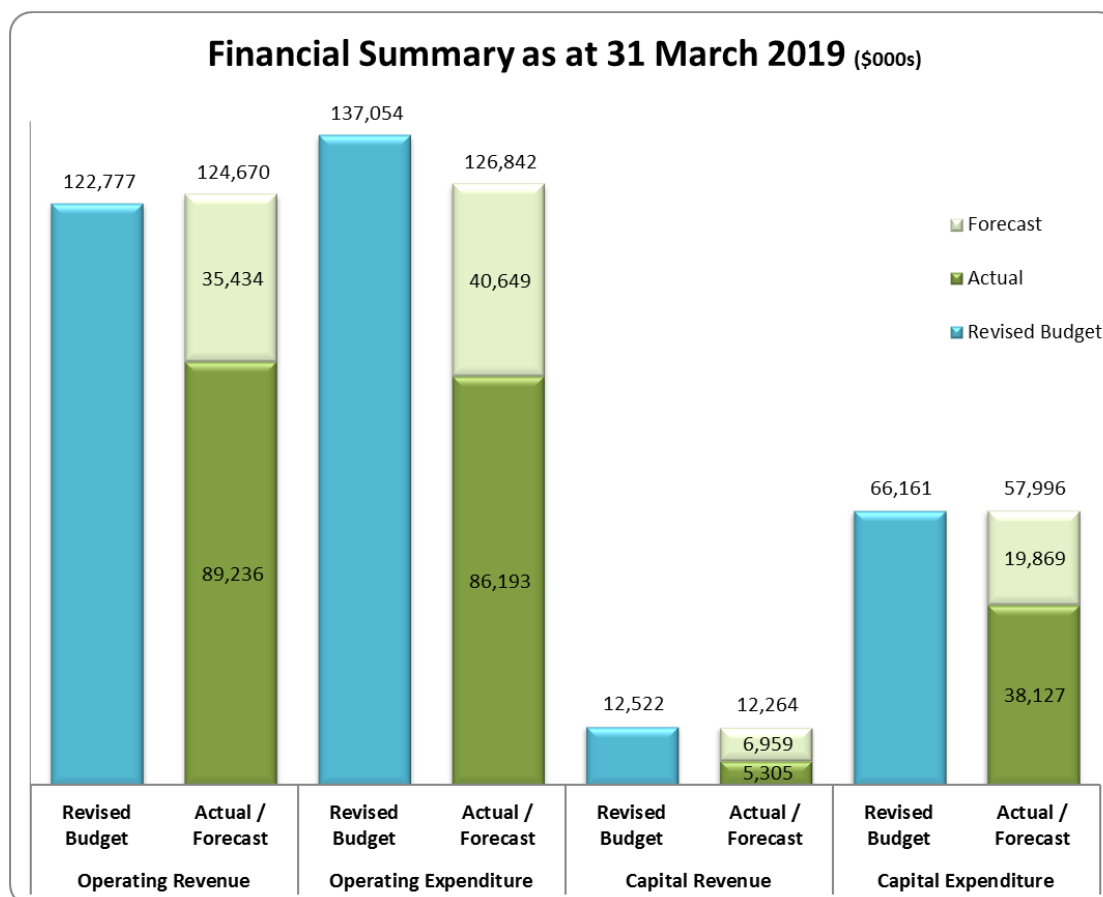
2 Attachment and appendices

- 2.1 Attachment:** Arotake Tuatoru 2018/19 - Performance Monitoring Report, July 2018 to March 2019.
- 2.2 Confidential Appendix 1:** The Treasury Report as at 31 March 2019 is provided by Bancorp Treasury Services Limited (our treasury advisors) and is available under the confidential part of the agenda.
- 2.3 Confidential Appendix 2:** The Treasury Prefunding Strategy April 2019 is provided by Bancorp Treasury Services Limited (our treasury advisors) and is available under the confidential part of the agenda.

3 Financial Information

3.1 Financial Summary

The overall financial variances for all Council activities for the nine months ending 31 March 2019 are shown in detail in the attached supporting document and confidential appendix. *Arotake Tuatoru 2018/19* provides an updated annual forecast and variations for revenue and expenditure based on current information.



Key variances include

- A forecast end of year *decrease* in the net *operating deficit* of \$12 million is based on:
 - Forecast higher revenue of \$2 million mainly due to higher revenue forecasts in treasury, as well as fees and charges offset by \$2 million less Ministry for the Environment subsidies for Rotorua Lakes land use change incentives in 2018/19 and
 - Forecast lower operating expenditure of \$10 million mainly due to \$6 million Rotorua Lakes land use change incentives agreements, and lower forecasts for employee expenses of \$1.2 million and third party infrastructure costs \$1.4 million. Higher depreciation costs are forecast due to Rivers and Drainage asset revaluations, and cost-recoverable work in biosecurity and consents.
- Forecast end of year capital expenditure is \$58 million which is \$8 million less than the revised annual budget of \$66 million. Noting that there is a:

- Forecast underspend of \$3.6 million on flood damage repairs mainly due to rock availability;
- Forecast underspend of \$2.8 million on the Buildings Upgrade Project ('Project Upgrade') due to construction works on Regional House expecting to now be complete in late October 2019 (revised from May 2019).
- Forecast underspend of \$0.8 million for Real Time Passenger Information and CCTV on buses, will require a request to carry forward expenditure into 2019/20 as part of the Annual Plan process.

3.2 Capital budget revisions

The annual capital budget for 2018/19 has been revised by an additional \$8.3 million to \$66 million. This is comprised of:

- \$1.4 million capital budget carry forwards from 2017/18, approved by Council in September 2018, including;
 - \$0.7 million for Rivers and Drainage Activity;
 - \$0.3 million for Passenger Transport Activity;
 - \$0.3 million for Information and Communication Technology Activity;
 - \$0.1 million for Technical Services Group of Activities.
- \$1.3 million of additional capital expenditure budget for the Kopeopeo Canal Remediation Project in 2018/19 (approved in December 2018).
- \$5.6 million brought forward from future years in relation to the Rangitāiki Floodway Upgrade Project and the Kaituna River Re-diversion Project (Approved in February 2019).

3.3 Treasury performance

Borrowings

Council's total debt as at 31 March 2019 is \$140 million and the full year forecast to 30 June 2019 is \$200 million, against an annual budget of \$95 million. In July 2018, Council borrowed \$90 million from the Local Government Funding Authority to pre-fund capital expenditure; \$25 million of this pre-funding has matured to meet capital expenditure requirements in 2018/19, and the remainder \$65 million is invested with maturity dates aligning to expected cash requirements. In October 2018, Council borrowed \$50 million from the Local Government Funding Authority and on-lent this to Quayside Holdings Limited which was approved as part of the LTP 2018-2028.

Investments

Our total investment funds comprising of term deposits and bonds, as well as on-lending with Quayside Holdings Limited and short term investments, is \$227.6 million; the breakdown of these funds, maturity and counterparty profile; and treasury compliance is set out in the supporting document.

3.4 New borrowings

At the 28 June 2018 Council meeting, Council resolved that:

In accordance with the adopted Treasury Delegations, the Chief Executive and Chief Financial Officer may commit Council to new debt subject to:

- a. New debt may only be raised for the purposes described in the Financial Strategy and Treasury Policy.*
- b. All new debt is to be within the debt limits set by the Financial Strategy and Treasury Policy.*

Staff intend to use this resolution to arrange new debt of \$60 million to pre-fund capital expenditure through 2020/21 as a prudent financial measure which is in the interest of regional rate payers. These funds will be re-invested in term deposits with maturity dates aligning to expected cash requirements. The new debt of \$60 million would comprise of \$40 million for capital expenditure for Year Three of Long Term Plan 2018-2028; a timing change of \$10 million for 2018/19, and \$10 million for 2019/20 based on forecast cash flows for capital expenditure and capital revenue.

Staff have been prudent by limiting the amount of any such investment to forecast capital expenditure over the current and next financial year. Financial risk will be managed by spreading investments with multiple counter-parties and by ensuring that debt and investments are on the same maturity terms. Prefunding Council's capital works programme with borrowings is supported by Council's external treasury advisors and is consistent with Council's treasury strategy for Long Term Plan 2018-2028.

The confidential Treasury Report for March 2019 in Appendix 1 and the confidential Treasury Prefunding Strategy in Appendix 2 provides detailed investment and borrowing analysis.

4 Non-Financial Performance – Key Performance Indicators (KPI's)

There are 32 Long Term Plan 2018-2028 KPI's measured and reported this financial year. Currently 22 KPIs are on-track; and 8 KPI's do not currently have data available. Two KPIs are tracking off-target and are not expected to be achieved for 2018/19.

The two KPIs that are not on track and are forecast to not be achieved this year are:

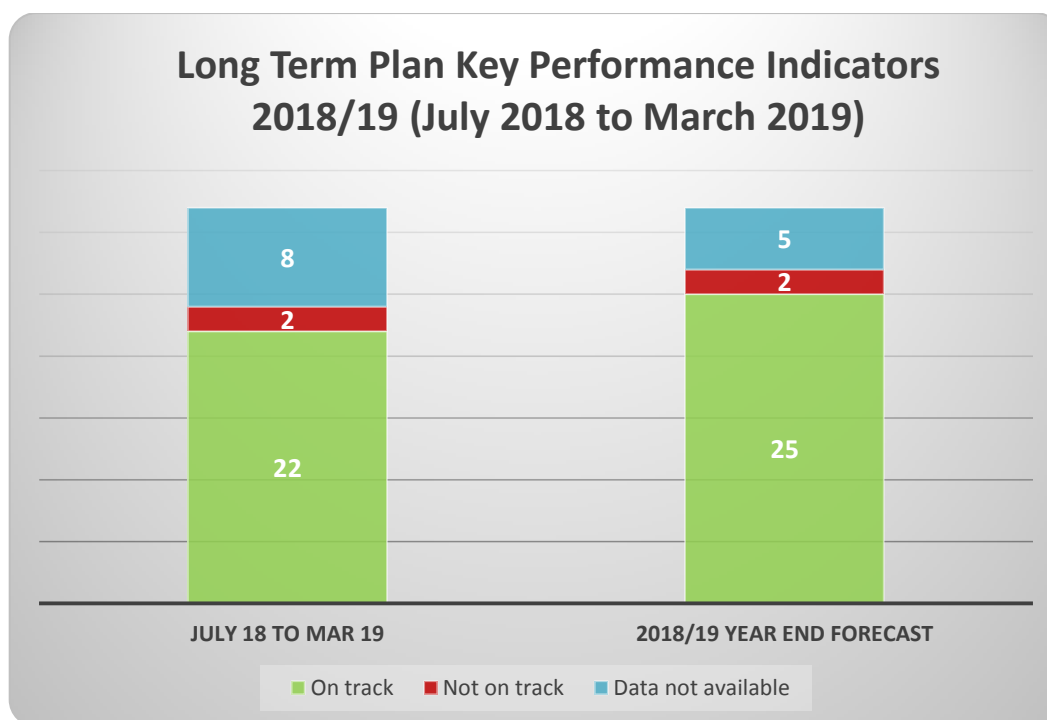
1 - Emergency Management - percentage of staff identified for roles in the Emergency Coordination Centre that are trained to an appropriate level.

The 'trained' standard has increased in 2018/19 to include participation in the ITF Intermediate Coordination Centre Course. While a programme is in place to offer this training to all EOC staff, this is reliant on enough staff attending the training available and at present this KPI is forecast to not be achieved.

2 – Transportation – number of passenger transport trips taken in the region.

The patronage target for 2018/19 is not expected to be met and this is as a result of falls in patronage for Rotorua and Tauranga School buses.

A summary of the current and forecast KPI performance for 2018/19 is shown in the graph below. Further detail is included in the supporting document.



5 University of Waikato (UoW) Coastal Marine Research Centre update

In the previous quarterly report, Arotake Tuarua, the potential Coastal Marine Research Centre was mentioned and Councillors requested an update. This project is at a very early stage and Tauranga City Council (TCC) is in the process of considering whether to revoke the reserve status of part of Marine Park for the University of Waikato (UoW) Coastal Marine Research Centre. Over 500 submissions were received, and hearings are likely to be held in May. In the meantime, staff from TCC, UoW and BOPRC have met to discuss funding considerations, including reasons for TCC to consider setting a low lease payment from UoW should the proposal proceed.

Staff will ensure Council is updated when/if the project progresses and more information becomes available.

6 Budget Implications

6.1 Current year budget

There are no financial decisions sought in relation to this paper which would impact on the 2018/19 budget.

6.2 Future Budget Implications

There are no financial decisions sought in relation to this paper which would impact on the future year's budget for Council.

Debbie Hyland
Finance and Corporate Planning Manager

for General Manager, Corporate

1 May 2019

APPENDIX 1

Arotake Tuatoru 2018/19 - Performance Monitoring Report, July 2018 to March 2019

Arotake Tuatoru 2018/19

Performance Monitoring Report

January to March 2019

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

Contents

Rārangi Kaupapa

<i>Highlights</i>	<i>4</i>	<i>The work we do</i>	<i>27</i>
<i>Our community outcomes</i>	<i>6</i>	<i>Integrated Catchment Management</i>	<i>27</i>
<i>Financial summary</i>	<i>10</i>	<i>Flood Protection and Control</i>	<i>29</i>
<i>Major capital projects</i>	<i>21</i>	<i>Resource Regulation and Monitoring</i>	<i>30</i>
<i>People and culture</i>	<i>23</i>	<i>Transportation</i>	<i>33</i>
<i>Health and safety</i>	<i>25</i>	<i>Regional Development</i>	<i>34</i>
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Guide to this document

Bay of Plenty Regional Council Toi Moana's 'Arotake Tuatoru' 2018/19 is the review of our performance for the third quarter of 2018/19. It provides a snapshot of our key performance focus areas, including financial and non-financial performance for the nine months July 2018 to March 2019, with key highlights from our work programme during January to March 2019.

This document is used to inform our Council and the community about our recent work, financial situation, trends and risks, while supporting key decision making processes.

This report allows the reader to track the work we are doing and our progress towards achieving our vision and community outcomes, contained within our Long Term Plan 2018-2028 strategic framework (illustrated opposite).



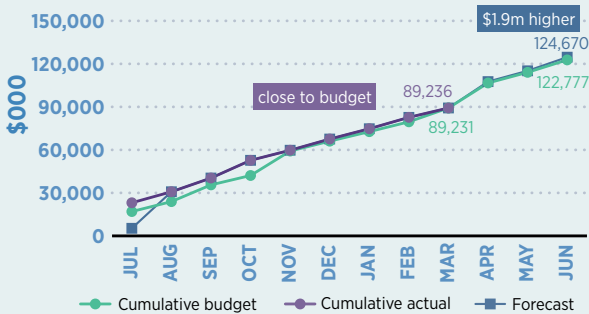
Highlights

The dashboard below provides a high level overview of key performance information. Further detail on each of these areas is contained later in the report.

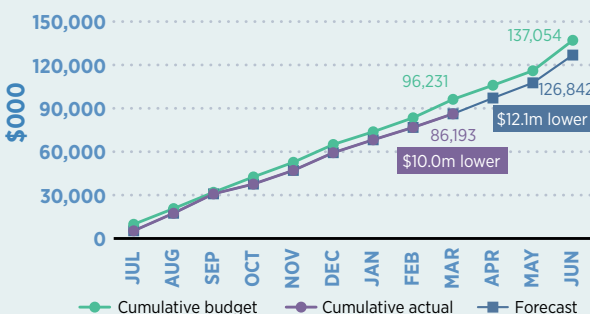
Summary Financials for the nine months ending 31 March 2019

Bay of Plenty Regional Council Toi Moana 2018/19 budget compared to the year to date actual/annual forecast.

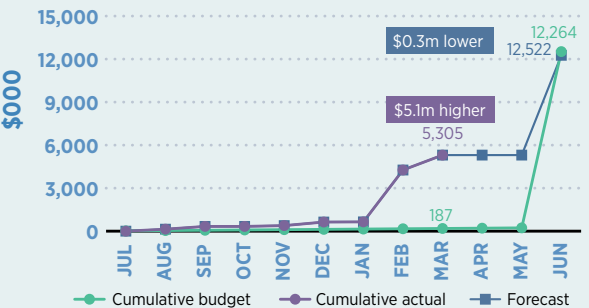
OPERATING REVENUE



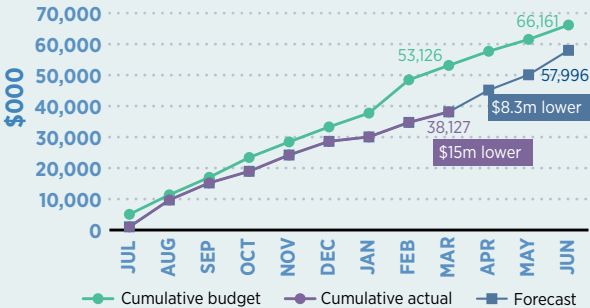
OPERATING EXPENDITURE



CAPITAL REVENUE

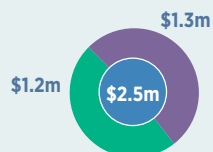


CAPITAL EXPENDITURE

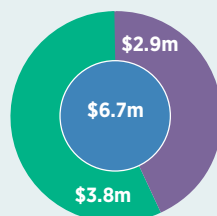


Major capital projects

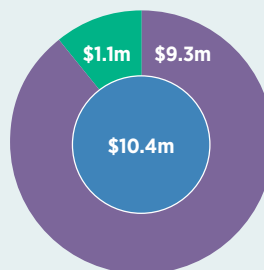
RANGITĀIKI FLOODWAY
UPGRADE PROJECT



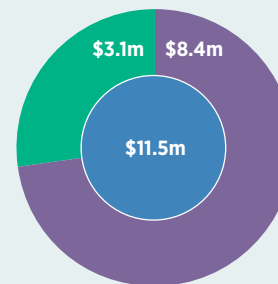
KOPEOPEO CANAL
REMEDICATION PROJECT



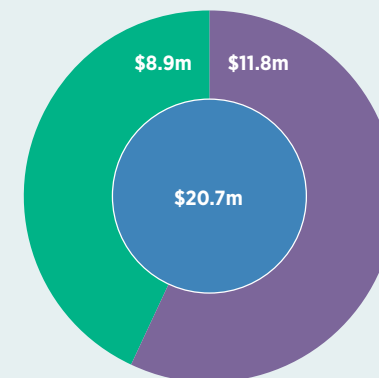
KAITUNA RIVER
RE-DIVERSION AND
TE AWA O NGATOROIRANGI/
MAKETŪ ESTUARY
ENHANCEMENT PROJECT



FLOOD REPAIR
PROJECT



BUILDINGS UPGRADE PROJECT



Year to date actual Annual budget remaining Budget

Treasury

Current
Credit Rating **AA**

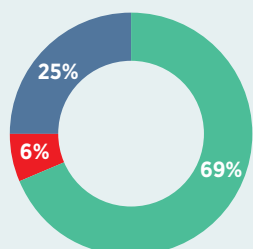
Investments* **\$177.6m**
Avg interest rate
on investments **3.45%**

Borrowings* **\$90m**
Avg interest rate
on borrowings **2.06%**

* excludes QHL on-lending of \$50m

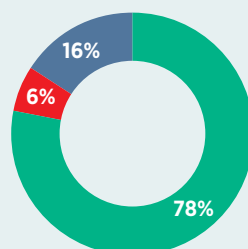
Key performance indicators

YEAR TO DATE



22 KPIs on track
2 KPI not on track
8 KPIs no data

YEAR END FORECAST



25 KPIs on track
2 KPIs not on track
5 KPIs no data

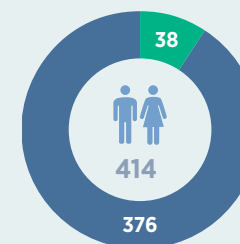
Our people

FULL TIME EQUIVALENTS

	Permanent	Fixed term
July	350	32
August	352	30
September	350	33
October	354	37
November	354	75
December	352	69
January	352	69
February	352	36
March	358	34

8.94%
Rolling turnover of
employees percentage

HEADCOUNT



Fixed term
Permanent

Health and safety

Year to date

STAFF TRAINING COMPLETED	257
TOTAL NEAR MISSES	62
ALL INJURIES	21

Our community outcomes

At the centre of our Long Term Plan 2018-2028 strategic framework are our four community outcomes: a healthy environment; freshwater for life; safe and resilient communities; and a vibrant region. Each includes a set of objectives to drive the delivery of our community outcomes.

This section highlights work carried out during the period, aligning it to our community outcomes and 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

Decisions on **Plan Change 13 (Air Quality) to the Regional Natural Resources Plan** were released during this quarter. The Plan Change includes provisions to improve air quality across the region, but particularly in Rotorua which currently has the worst wintertime air quality in the North Island.

An Environment Court hearing on the **Lake Rotorua Nutrient Management (Proposed Plan Change 10)** was held in this quarter, and a decision from the courts is anticipated in May/ June.

Bay of Plenty Regional Council is working closely working with three other regional councils (Waikato, Auckland and Northland) on the **Inter-regional Marine Pest Pathway**, with support from the Ministry for Primary Industries. A joint discussion document is out for public consultation, and the plan, if developed, will allow for the coordinated management of marine pest pathways across the upper north island regions.

2. WE MANAGE OUR NATURAL RESOURCES EFFECTIVELY THROUGH REGULATION, EDUCATION AND ACTION

During this quarter, a number of **field days to profile and raise awareness** of different issues in the Tauranga catchment were hosted. Topics discussed included water quality, deferred grazing, and effluent management options for consents approaching expiry. The community-led sub-catchment action approach underway in Te Mania was also discussed with those that came to the field days. Education is one of the methods that we use to effectively manage our natural resources.

Staff had a busy summer season with a focus on **fanworm inspections** in Tauranga Harbour, **catfish control** in Lakes Rotoiti and Rotorua, and **weed management** across the region.

Our **Resource Consents** team have received 162 applications, with 43 of these applications being progressed to the decision stage. In total, for the period 1 January – 31 March, 125 decisions were made (including decisions on applications lodged before 1 January). The **Pollution Hotline** had its busiest month ever with over 1,000 service requests received during the quarter.

3. WE WORK COHESIVELY WITH VOLUNTEERS AND OTHERS, TO SUSTAINABLY MANAGE AND IMPROVE OUR NATURAL RESOURCES

During the quarter, hundreds of copies of the latest **“A Helping Hand”** guide for environmental community groups were distributed. The guide contains information about funding and other support available from the Bay of Plenty Regional Council and 10 other organisations.

A new **Priority Site for Biodiversity** was protected (a stand of kahikatea near Ōhiwa). Kahikatea dominant forest is one of our highest priority 1 ecosystem types, and less than 10% currently remains.

4. OUR ENVIRONMENTAL MONITORING IS TRANSPARENTLY COMMUNICATED TO OUR COMMUNITIES

During this quarter, the initial **water quality monitoring results** were discussed with the Rangitāiki and Pongakawa/Kaituna/Waitahanui community groups as work to fully implement the National Policy Statement on Freshwater Management progresses.

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

We conducted a **low flow survey undertaken in the Kaituna** water management area and this will assist us with resource modelling and support us in making future water allocation decisions.

A **comprehensive review of the water quality science** for Proposed Plan Change 10 (Lake Rotorua Nutrient Management) was undertaken by the Water Quality Technical Advisory Group (TAG) for the Rotorua Te Arawa Lakes Programme. The review confirmed that the approach of reducing land use losses of nitrogen and phosphorus continues to be the right approach to protect lake water quality.

2. WE LISTEN TO OUR COMMUNITIES AND CONSIDER THEIR VALUES AND PRIORITIES IN OUR REGIONAL PLANS

Pre-mediation discussions with **Proposed Water Quantity Plan Change (Plan Change 9)** appellants is underway, staff will be reporting progress to the court in May. This Plan Change is the first step in a two-stage approach to improving the rules for water quality and quantity management in the Bay of Plenty.

3. WE COLLABORATE WITH OTHERS TO MAINTAIN AND IMPROVE OUR WATER RESOURCE FOR FUTURE GENERATIONS

We seconded a Bay of Plenty staff member to the Programme Taskforce of the Government’s **Essential Freshwater Programme**. This taskforce pulls together regional council representatives to improve the state of New Zealand’s freshwater. This is an example of how we work 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

During this quarter, a significant **land use change agreement in the Lake Ōkāreka catchment** was completed. This land use change agreement secured 56 hectares of grazed (and gorse covered) land to mānuka (retirement) in perpetuity.

Council staff have been undertaking a review of the tools used to achieve the challenging targets in the **Integrated Framework for the Rotorua Lakes Programme**. We partner with Te Arawa Lakes Trust and Rotorua Lakes Council in this multi-year programme and are forecasting a significant underspend for this year. This is due to less than forecast uptake of the land use change incentives agreements – a significant part of the programme. Council are due to consider options in mid-2019.

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

Work is progressing on Council's **climate change action plan**. We are currently consulting on it as part of the Annual Plan process seeking feedback on where we should focus our future work on climate change. The four focus areas being consulted on are: reducing Council's carbon footprint; further incorporating climate change into Council decision making processes; reducing emissions and adaptation policies; and building community resilience within our communities.

2. WE SUPPORT COMMUNITY SAFETY THROUGH FLOOD PROTECTION AND NAVIGATION SAFETY

We have a focus on making sure our communities are safe by undertaking flood protection works, including repair works as necessary. Significant damage occurred to assets across the region during the **April 2017 flood event**, the most high profile being the Edgcumbe stopbank breach. The Edgcumbe stopbank site is completed as previously reported, and two years on, the total flood repair project is 44% percent complete (228 site repairs are finished from a total programme of 520 sites).

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

We supported the combined Waikato/Bay of Plenty **Civil Defence Emergency Management (CDEM) Group Public Information Managers Forum** on 13 March 2019. The forum enabled public information managers, from both CDEM Groups, to discuss how information provision to the public before, during and after an emergency could be enhanced.

For two days, 50 year 10-11 students were hosted as part of the **Civil Defence Emergency Management Youth Ambassadors Programme**. More than 15 schools from throughout the region participated in the two day event aimed to enhance student awareness of Civil Defence and Emergency Management.

Staff were deployed to provide supplementary staffing support to the **Nelson-Tasman fire emergency** during March 2019 as part of national support to the Nelson-Tasman Civil Defence Emergency Management Group. The two wildfires, for which a local emergency was declared, were the largest fire response in New Zealand since 1955, and were the largest aerial firefight with 22 helicopters involved.

4. WE WORK WITH COMMUNITIES AND OTHERS TO CONSIDER LONG TERM VIEWS OF NATURAL HAZARD RISKS THROUGH OUR REGIONAL PLANS AND POLICIES

We continue to work with communities and others to consider long term views of natural hazard risk through our regional plans and policies. We are proposing making changes to our Revenue and Financing Policy as part of the Annual Plan process. This could include changes to allow for funding to charitable regional safety and rescue services, but also to allow cost recovery for the cost of specific infrastructure projects, including those often related to **natural hazard mitigation**.

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

Significant challenges were experienced this quarter with respect to delivering a reliable public transport system in Tauranga. Despite the challenges, staff worked closely with the new contractor (NZ Bus) seeking to address as many of the issues identified as quickly as possible.

In early December the implementation of the **Western Bay of Plenty Public Transport Blueprint** began. The Blueprint represented a significant change in the way public transport is delivered in the Western Bay of Plenty and coincided with a change of bus contractor. A bus driver shortage resulted in a number of missed trips in December 2018 and January 2019 (mostly on the weekends), and became critical at the start of the school year.

The missed trips led to a high number of complaints and customer dissatisfaction. In response to these issues, Council acted quickly to make changes to school bus services. The majority of school routes were contracted out to allow NZ Bus to concentrate on the urban service and recruiting more drivers. The performance of the bus network continues to be challenging and will continue to be a priority for Council through the remainder of 2019.

Council adopted its consultation document for its 2019/20 Annual Plan, this included two questions relating to Passenger Transport, one about trialling **fare free buses** for Tauranga School students, aimed at reducing congestion, and the second about introducing additional bus services to support those attending tertiary education and commuting to major centres in the region.

2. WE CONTRIBUTE TO DELIVERING INTEGRATED PLANNING AND GROWTH MANAGEMENT STRATEGIES ESPECIALLY FOR SUSTAINABLE URBAN MANAGEMENT

Phase 1 of the **Urban Form and Transport Initiative (UTFI)** for the Western Bay of Plenty has been completed (UTFI is a partnership between the Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council, and New Zealand Transport Authority). UTFI seeks to develop a strategic approach for the development of the western Bay of Plenty sub-region's urban form and transport system to help guide decision making processes in the short, medium and long term.

3. WE WORK WITH AND CONNECT THE RIGHT PEOPLE TO CREATE A PROSPEROUS REGION AND ECONOMY

Following consideration of an independent review of the Bay of Connections regional growth development framework, in late 2018, work has progressed on the development of a **revised Regional Development Strategy** that will come to a Council meeting in April for endorsement. This contributes to creating a prosperous region and economy.

4. WE INVEST APPROPRIATELY IN INFRASTRUCTURE TO SUPPORT SUSTAINABLE DEVELOPMENT

Tauranga's new **Waikato University Tertiary campus** was blessed in February 2019 and has partially opened for students. The campus received \$15 million funding through the Regional Council's Regional Infrastructure Fund and a full opening and the final payment grant are due in April 2019.

Financial summary

To achieve our Long Term Plan 2018-2028 community outcomes we need to deliver our work programmes efficiently and effectively. We regularly monitor, evaluate and forecast our financials and key performance indicators to enable timely, accurate and targeted performance information for key decision making processes. The following provides an update on our financial performance for the nine months ending 31 March 2019.

Annual (full year) financial forecast

OPERATING REVENUE AND EXPENSE BY GROUP OF ACTIVITIES

	Operating Revenue			Operating Expenditure				Operating Surplus / (Deficit)		
	ANNUAL			ANNUAL				ANNUAL		
Group	Budget	Forecast	Variance	Budget	Forecast	Variance	Budget	Forecast	Variance	
Integrated Catchment Management	21,831	19,402	(2,429) ▶	26,747	19,166	7,581 ▶	(4,916)	236	5,152 ▶	
Flood Protection and Control	15,180	15,246	66 ▶	13,300	13,024	276 ▶	1,880	2,222	342 ▶	
Resource Regulation and Monitoring	18,417	19,895	1,478 ▶	17,685	19,679	(1,994) ▶	732	216	(516) ▶	
Transportation	25,466	25,355	(111) ▶	26,033	24,667	1,366 ▶	(567)	688	1,255 ▶	
Regional Development	1,518	1,738	220 ▶	13,394	12,292	1,102 ▶	(11,876)	(10,554)	1,322 ▶	
Regulatory Planning and Engagement	19,897	19,967	70 ▶	19,897	19,161	736 ▶	0	806	806 ▶	
Emergency Management	3,439	3,395	(44) ▶	3,437	2,838	599 ▶	2	557	555 ▶	
Technical Services	14,449	14,661	212 ▶	14,450	13,471	979 ▶	0	1,190	1,190 ▶	
Corporate Services*	2,580	5,011	2,431 ▶	2,111	2,544	(433) ▶	468	2,467	1,999 ▶	
Total	122,777	124,670	1,893 ▶	137,054	126,842	10,212 ▶	(14,277)	(2,172)	12,105 ▶	

Variance Indicators

- ▶ **Low** <10% (Revenue) Lower revenue
- ▶ **Medium** 10% to 30% (Expenditure) Higher expenditure
- ▶ **High** >30% (Surplus/Deficit) Unfavourable

**Figures include overheads and recoveries. See page 41 for Corporate Services figures excluding overheads and recoveries.*

STATEMENT OF REVENUE AND EXPENSE BY CLASS

	ANNUAL			
Class	Budget	Forecast	Variance	
OPERATING REVENUE				
General rates	25,728	25,726	(2)	▶
Targeted rates	24,780	24,799	19	▶
Dividends	31,300	31,296	(4)	▶
External interest income	6,725	7,362	637	▶
Internal interest income	4,074	4,418	344	▶
Operating grants and subsidies	17,770	14,936	(2,834)	▶
Other revenue	1,775	4,428	2,653	▶
Fees and charges	10,625	11,598	973	▶
Revaluation and asset disposal gains	0	107	107	▶
Total operating revenue	122,777	124,670	1,893	▶
OPERATING EXPENDITURE				
Administration expenses	7,365	7,797	(432)	▶
Grants and subsidies	15,843	13,930	1,913	▶
Other expenses	19,434	13,293	6,141	▶
Employee expenses	38,685	36,674	2,011	▶
Consultancy fees	6,034	5,374	660	▶
Contract work	35,439	35,755	(316)	▶
Finance costs	6,900	7,257	(357)	▶
Depreciation and asset disposal	7,363	6,887	476	▶
Net recoveries	(9)	(125)	116	▶
Total operating expenditure	137,054	126,842	10,212	▶
Total operating surplus / (deficit)	(14,277)	(2,172)	12,105	▶
CAPITAL REVENUE				
Operating subsidies - capital	5,100	4,264	(836)	▶
Insurance recoveries - capital	7,422	8,000	578	▶
Total capital revenue	12,522	12,264	(258)	▶
Total surplus / (deficit)	(1,755)	10,092	11,847	▶

CAPITAL EXPENDITURE BY GROUP OF ACTIVITIES

Group	ANNUAL			
	Budget	Forecast	Variance	
Integrated Catchment Management	12,578	12,196	382	▶
Flood Protection and Control	25,541	21,994	3,547	▶
Resource Regulation and Monitoring	106	107	(1)	▶
Transportation	1,030	560	470	▶
Regional Development	122	208	(86)	▶
Regulatory Planning and Engagement	0	0	0	▶
Emergency Management	36	21	15	▶
Technical Services	1,171	685	486	▶
Corporate Services	25,577	22,225	3,352	▶
Total capital expenditure	66,161	57,996	8,165	▶

CAPITAL EXPENDITURE BY MAJOR PROJECT

Project	ANNUAL			
	Budget	Forecast	Variance	
Flood Repair Project	11,470	10,671	799	▶
Rangitāiki Floodway Upgrade Project	2,507	2,495	12	▶
Kopeopeo Canal Remediation Project	6,700	6,628	72	▶
Buildings Upgrade Project	20,653	17,872	2,781	▶
Kaituna River Rediversion Project	10,475	10,727	(252)	▶
Total capital expenditure (major projects)	51,805	48,393	3,412	▶

Year to date financials for the nine months ending 31 March 2019

OPERATING REVENUE AND EXPENSE BY GROUP OF ACTIVITIES

	Operating Revenue				Operating Expenditure				Operating Surplus / (Deficit)			
	YEAR TO DATE				YEAR TO DATE				YEAR TO DATE			
Group	Budget	Actual	Variance		Budget	Actual	Variance		Budget	Actual	Variance	
Integrated Catchment Management	17,140	14,328	(2,812)	▶	17,844	12,872	4,972	▶	(704)	1,455	2,159	▶
Flood Protection and Control	10,238	10,281	44	▶	8,225	9,054	(829)	▶	2,013	1,227	(786)	▶
Resource Regulation and Monitoring	13,318	14,737	1,419	▶	12,716	13,874	(1,158)	▶	602	863	261	▶
Transportation	19,458	18,554	(903)	▶	19,341	16,926	2,415	▶	117	1,629	1,512	▶
Regional Development	1,141	1,323	182	▶	9,099	7,455	1,644	▶	(7,958)	(6,132)	1,826	▶
Regulatory Planning and Engagement	14,923	15,059	136	▶	14,393	13,532	861	▶	530	1,527	997	▶
Emergency Management	2,537	2,494	(44)	▶	2,526	2,088	438	▶	11	406	395	▶
Technical Services	11,141	11,356	214	▶	10,178	9,079	1,099	▶	963	2,276	1,313	▶
Corporate Services*	(665)	1,104	1,769	▶	1,909	1,312	597	▶	(2,574)	(208)	2,366	▶
Total	89,231	89,236	5	▶	96,231	86,193	10,038	▶	(7,000)	3,043	10,043	▶

Variance Indicators

- ▶ **Low** <10% (Revenue) Lower revenue
- ▶ **Medium** 10% to 30% (Expenditure) Higher expenditure
- ▶ **High** >30% (Surplus/Deficit) Unfavourable

*Figures include overheads and recoveries. See page 41 for Corporate Services figures excluding overheads and recoveries.

STATEMENT OF REVENUE AND EXPENSE BY CLASS

	YEAR TO DATE			
Class	Budget	Actual	Variance	
OPERATING REVENUE				
General rates	19,296	19,452	(156)	▶
Targeted rates	17,704	17,881	(177)	▶
Dividends	20,875	20,896	(21)	▶
External interest income	5,044	5,594	(550)	▶
Internal interest income	3,055	3,106	(51)	▶
Operating grants and subsidies	14,017	10,191	3,826	▶
Other revenue	1,322	3,160	(1,838)	▶
Fees and charges	7,918	8,849	(931)	▶
Revaluation and asset disposal gains	0	107	(107)	▶
Total operating revenue	89,231	89,236	(5)	▶
OPERATING EXPENDITURE				
Administration expenses	6,100	5,518	582	▶
Grants and subsidies	10,248	8,091	2,157	▶
Other expenses	12,461	9,028	3,433	▶
Employee expenses	28,373	26,694	1,679	▶
Consultancy fees	4,037	3,088	949	▶
Contract work	24,321	23,576	745	▶
Finance costs	5,176	5,149	27	▶
Depreciation and asset disposal	5,522	5,218	304	▶
Net Recoveries	(7)	(169)	162	▶
Total operating expenditure	96,231	86,193	10,038	▶
Total operating surplus / (deficit)	(7,000)	3,043	10,043	▶
CAPITAL REVENUE				
Operating subsidies - capital	187	5,305	5,118	▶
Insurance recoveries - capital	0	0	0	▶
Total capital revenue	187	5,305	5,118	▶
Total surplus / (deficit)	(6,813)	8,348	15,161	▶

CAPITAL EXPENDITURE BY GROUP OF ACTIVITIES

Group	YEAR TO DATE			
	Budget	Actual	Variance	
Integrated Catchment Management	10,652	9,606	1,046	▶
Flood Protection and Control	18,678	12,858	5,820	▶
Resource Regulation and Monitoring	52	66	(14)	▶
Transportation	852	496	357	▶
Regional Development	92	189	(97)	▶
Regulatory Planning and Engagement	0	0	0	
Emergency Management	27	4	23	▶
Technical Services	679	216	462	▶
Corporate Services	22,094	14,692	7,402	▶
Total capital expenditure	53,126	38,127	14,999	▶

CAPITAL EXPENDITURE BY MAJOR PROJECT

Project	YEAR TO DATE			
	Budget	Actual	Variance	
Flood Repair Project	8,517	8,395	122	▶
Rangitāiki Floodway Upgrade Project	1,887	1,272	615	▶
Kopeopeo Canal Remediation Project	5,627	2,887	2,740	▶
Buildings Upgrade Project	18,416	11,772	6,644	▶
Kaituna River Rediversion Project	9,075	9,331	(256)	▶
Total capital expenditure (major projects)	43,522	33,657	9,865	▶

Financial variances for the nine months ending 31 March 2019

OPERATING REVENUE

	Activity	Class	YEAR TO DATE \$000				ANNUAL \$000				Explanation of variance
			Budget	Actual	Variance		Budget	Forecast	Variance		
Integrated Catchment Management	Rotorua Lakes	Grants and subsidies received	5,378	2,330	(3,048)	Lower	5,378	3,045	(2,333)	Lower	Lower full year forecast for the Ministry for the Environment subsidy, due to Rotorua Lakes forecasting less expenditure for land use change incentives agreements.
Resource Regulation & Monitoring	Biosecurity	Other revenue	187	677	489	Higher	250	915	665	Higher	Biosecurity is forecasting additional costs associated with the Biocontrol Programme, administered on behalf of the other regional councils. These costs are recoverable from other regional councils. An additional \$100,000 revenue is also expected to be recovered for both dive works and wallaby control.
	Resource Consents	Fees & charges	1,473	1,947	474	Higher	2,298	2,600	302	Higher	Additional fees and charges revenue has been generated as a result of contractors being engaged to assist with processing applications.
	Regulatory Compliance	Fees & charges	1,205	1,413	208	Higher	1,588	1,837	249	Higher	Additional revenue has been received as some significant fines have been paid by parties that have been prosecuted by Council.
Transportation	Passenger Transport	Other revenue	554	673	119	Higher	739	878	138	Higher	Higher revenue forecast as the back of the bus advertising is unbudgeted.
		Fees & charges	3,186	2,861	(325)	Lower	4,309	4,118	(191)	Lower	Lower revenue received to date and forecast due to Tauranga school buses as ticketing machines had to be reallocated.
Corporate Services	Finance and Corporate Planning	External interest received	4,963	5,513	550	Higher	6,618	7,254	637	Higher	Council borrowed an additional \$40 million to pre-fund 2019/20 capital expenditure, and have invested the funds to align with expected future cashflows. This has resulted in unbudgeted net interest revenue. The Toi Moana fund has not currently been transferred to Quayside and is earning term deposit rate levels of interest.
		Other revenue	20,875	21,296	421	Higher	31,300	32,287	987	Higher	Additional \$390,000 revenue received for sale of bond before maturity and additional \$600,000 subvention income from Quayside in lieu of interest income on the Toi Moana Fund.

OPERATING EXPENDITURE

			YEAR TO DATE \$000			ANNUAL \$000					
Activity	Class	Budget	Actual	Variance		Budget	Forecast	Variance	Explanation of variance		
Integrated Catchment Management	Rotorua Lakes	Grants & subsidies	128	531	(403)	Higher	491	745	(254)	Higher	A change request transferring budget from the land use change incentives programme to the Gorse Conversion Programme was approved by the Project Steering Committee on 21 November, 2018. Higher expenditure has been forecast for the Gorse Conversion Programme, with an additional 100ha conversion to be paid this year not budgeted for.
		Other expenses	5,038	936	4,101	Lower	8,393	2,036	6,357	Lower	Rotorua Lakes is forecasting a budget underspend for land use change incentives. An independent review is underway and draft findings have been discussed at the Incentives Committee at their April meeting. Forecast underspend also expected within the Low Nitrogen Land Use Fund and Lakes Engineering Solutions projects.
		Consultancy fees	924	89	834	Lower	1,232	283	949	Lower	
		Contract work	1,470	1,347	123	Lower	2,157	1,957	199	Lower	
	Kaituna	Grants & subsidies	330	77	253	Lower	440	112	328	Lower	Additional expenditure in contract work and council led projects for Kaituna river redirection not originally budgeted for is offset by fewer land contributions from Environmental Plans and higher than budgeted revenue.
		Other expenses	15	74	(58)	Higher	20	94	(73)	Higher	
		Contract work	501	873	(372)	Higher	668	1,135	(467)	Higher	
Flood Protection and Control	Rivers and Drainage	Other expenses	844	1,170	(325)	Higher	1,996	1,718	279	Lower	As reported to Council at 22 November 2018 meeting, infrastructural insurance costs for all schemes are more than budgeted for 2018/19. As the likelihood of a flood event is lowered by the end of the third quarter the predicted flood damage cost forecast has been reduced.
		Contract work	1,563	1,304	259	Lower	3,285	2,490	795	Lower	The shortage of a secure rock supply will mean that works will not be able to be undertaken before the end of the financial year.
		Finance costs	1,726	1,981	(254)	Higher	2,302	2,763	(461)	Higher	Ministry for the Environment receipts for the Kopeopeo project have been slower than budgeted due to delays in the project delivery. This has increased the amount of internal interest cost with the higher loan balance. This is offset by higher interest revenue within the Finance and Corporate activity.
		Depreciation & amortisation	1,057	1,407	(349)	Higher	1,410	1,609	(200)	Higher	1 July 2018 revaluation for Rivers and Drainage assets were processed in December. This has resulted in higher depreciation.

			YEAR TO DATE \$000				ANNUAL \$000				
Activity		Class	Budget	Actual	Variance		Budget	Forecast	Variance		Explanation of variance
Resource Regulation & Monitoring	Biosecurity	Administration expenses	22	159	(137)	Higher	30	156	(126)	Higher	Biosecurity is forecasting approximately \$500,000 higher expenditure as a result of the Biocontrol Programme administered on behalf of other councils. This is a cost recoverable initiative. An additional \$120,000 expenditure has also been forecast to help address the discovery of catfish in Lake Rotorua at the end of 2018.
		Contract work	864	1,215	(351)	Higher	1,374	1,973	(600)	Higher	
	Resource Consents	Contract work	291	1,173	(882)	Higher	454	1,551	(1,097)	Higher	Additional contract works in the early stages of this year to cover staff vacancy, these charges are generally recoverable from applicants.
Transportation	Passenger Transport	Other expenses	296	512	(216)	Higher	405	620	(214)	Higher	The main reason for higher expenditure is due to marketing and advertising costs for the new routes in Tauranga and additional costs incurred as the existing ticketing system continues to be used due to delays in the implementation of the RIT's (ticketing) system.
		Consultancy fees	322	43	280	Lower	433	153	280	Lower	Forecast underspend is due to delays in implementing the RIT's (ticketing) system.
		Contract work	16,352	14,556	1,796	Lower	22,035	21,311	724	Lower	The full year forecast incorporates the estimated cost of variations due to additional Tauranga school bus services, urban route changes and operator deductions in relation to the western Bay of Plenty blueprint bus contract. It is expected that contract costs will be slightly lower than the full year budget.
		Depreciation & amortisation	201	22	179	Lower	268	29	238	Lower	Forecast underspend due to delays in capital spend for the RIT's (ticketing) system and the Real Time Passenger Information system.
Regional Development	Regional Infrastructure Fund	Grants & subsidies	7,968	5,968	2,000	Lower	11,876	10,426	1,450	Lower	The Ōtāwhiwhi Marae Sewerage and Tahataharoa Land Purchase are unlikely to go ahead this financial year. Construction has started on the Scion project but completion is now expected in the 2019/20 financial year. This will result in increases to draft Annual Plan 2019/20 budgets; this expenditure is funded by reserves.
Regional Planning and Engagement	Regional Planning	Other expenses	298	414	(116)	Higher	399	697	(297)	Higher	Legal fees for Plan Change 10 Court hearings in March and Plan Change 9 appeals.
All Activities	All	Employee expenses	28,373	26,694	1,680	Lower	38,685	36,674	2,010	Lower	Underspend is due to forecast savings from staff vacancies and as a result of the fit for purpose review.
	All	Administration Expenses	6,100	5,518	581	Lower	7,365	7,831	(465)	Higher	Efficiency savings budgeted in administration expenses are now forecast and achieved in employees expenses across all activities.

CAPITAL REVENUE

			YEAR TO DATE \$000				ANNUAL \$000				
Activity		Class	Budget	Actual	Variance		Budget	Forecast	Variance		Explanation of variance
Flood Protection and Control	Rivers and Drainage										
	Rangitāiki-Tarawera Catchment	Insurance Recoveries	0	(1,041)	1,041	Lower	(5,608)	(5,600)	(8)	Higher	Insurance recoveries received to date are \$3.2 million - these funds are currently recorded as receipts in advance until the funds can be allocated to the capital projects revenue. Further funds are anticipated to be received toward the end of the financial year.
	Whakatāne-Tauranga Catchment	Insurance Recoveries	0	0	0	-	(860)	(1,190)	330	Lower	
	Waioeka-Otara Catchment	Insurance Recoveries	0	0	0	-	(581)	(940)	359	Lower	
	Kopeopeo Canal Remediation	Grants and Subsidies	0	(3,782)	3,782	Lower	(4,850)	(3,782)	(1,068)	Higher	Project Milestone 4 claim was prepared seeking \$3.6 million reimbursement from the Ministry for the Environment (recovery of costs incurred up to January 2018). This has been processed and paid by the Ministry for the Environment in March.

CAPITAL EXPENDITURE

	Activity	Class	YEAR TO DATE \$000				ANNUAL \$000				Explanation of variance
			Budget	Actual	Variance		Budget	Forecast	Variance		
Integrated Catchment Management	Rotorua Lakes	Tikitere Diversion	375	94	280	Lower	500	101	399	Lower	Tikitere diversion is no longer progressing with a diversion. Alternatives are being investigated. Forecast expenditure for costs associated with retaining the site.
		Nutrient Assessment Benchmarking Database	191	0	191	Lower	255	0	255	Lower	The Nutrient Assessment Benchmarking Database has been put on hold.
		Lake Okareka Pipeline Upgrade	245	21	224	Lower	326	505	(178)	Higher	Additional expenditure of \$289,000 to fund the protection works on the Waitangi Stream, approved at the 13 December 2018 Council Meeting.
	Kaituna	Kaituna River Rediversion	9,075	9,331	(256)	Higher	10,475	10,727	(252)	Higher	Progress on the Kaituna River rediversion project is well ahead of schedule with the contractor making better than expected progress through the scheduled programme of works. The 14 February Council meeting approved \$4.5m to be brought forward from 2019/20.

			YEAR TO DATE \$000				ANNUAL \$000				
Activity		Class	Budget	Actual	Variance		Budget	Forecast	Variance		Explanation of variance
Flood Protection and Control	Rivers and Drainage	Rangitāiki Floodway	1,887	1,272	614	Lower	2,507	2,495	11	Lower	Work has commenced on stage 5 of the project with an expected completion date of October 2019.
		Rangitāiki Tarawera Capital Renewal	981	24	957	Lower	1,749	538	1,211	Lower	Flood damage repairs are progressing in the Rangitāiki Tarawera scheme with the majority of expenditure being on the College Road stopbank realignment project which has been completed. A lack of rock availability has constrained work within this scheme.
		Rangitāiki Tarawera Flood Damage Repairs	4,123	4,353	(229)	Higher	5,498	4,970	528	Lower	
		Whakatāne Tauranga Flood Damage Repairs	2,525	844	1,681	Lower	3,366	1,450	1,916	Lower	The lack of a stable rock supply has meant work in this scheme has been constrained and will be delayed until 2019/20.
		Waioeka Otara Flood Damage Repairs	926	2,234	(1,309)	Higher	1,234	2,800	(1,566)	Higher	The availability of rock in this area has meant that works can be undertaken and some rock stockpiling has been undertaken resulting in a higher forecast expenditure.
		Kopeopeo Canal Remediation Capital	5,627	2,887	2,740	Lower	6,700	6,628	72	Lower	Dredging is progressing and is being closely monitored. Dredging work is expected to be completed June 2019 in line with the contract reset with the main contractor.
Transportation	Passenger Transport	Electronic Ticketing Tauranga	0	496	(496)	Higher	0	496	(496)	Higher	This cost is offset by the NZTA subsidy to be received for the RIT's. To date \$329,000 has been claimed from NZTA.
		Real Time Passenger Information Tauranga	507	0	507	Lower	637	0	637	Lower	This project is still under investigation and a request for unspent budget to be carried forward will be made.
		Rotorua Passenger Transport - Wifi CCTV	145	0	145	Lower	194	15	179	Lower	It is anticipated that these will be fitted in July or August. A request for unspent budget to be carried forward will be made.
Corporate Services	Corporate Property	Regional Building Capital	14,975	8,568	6,406	Lower	16,549	13,760	2,789	Lower	Progress on the Regional House site is slower than expected. It is now anticipated that works will be complete in October rather than May. A request to carry forward the forecast \$2.8 million underspend will be made as part of the Annual Plan 2019/20 process.

Treasury performance update

Current Credit Rating		AA
		QHL
Investments	\$177.6m	\$50m
Avg interest rate on investments	3.45%	2.29%
Borrowings	\$90m	\$50m
Avg interest rate on borrowings	2.06%	
Net	\$87.6m	\$-

*Interest rates are calculated using weighted average formula

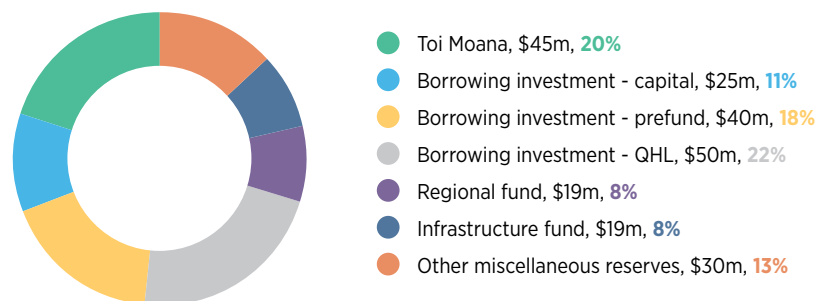
INVESTMENTS

Our total investment portfolio is \$177.6 million plus \$50 million on-lent to Quayside, with the allocation by cash reserve shown in the graph above. The \$45 million Toi Moana Fund is expected to be transferred to Quayside once the relevant legal/taxation implications have been finalised. Until then, these funds have been placed on short dated term deposits.

The average bond yield is 6.50% along with the average term deposit yield of 3.33% gives the portfolio an average yield of 3.45%. The average margin being achieved on the current 90 day bank bill is around 1.60%. The on-lending to Quayside has an average yield of 2.09% plus a margin of 0.2% giving a average return yield of 2.29%. The average duration of the TD portfolio is 5.1 months.

The interest earned on investments and cash to date is \$5.7m, with a forecast year end total of \$7.4 million compared to the annual budget \$6.7 million.

INVESTMENT FUND BY RESERVES AS AT 31 MARCH 2019



BORROWINGS

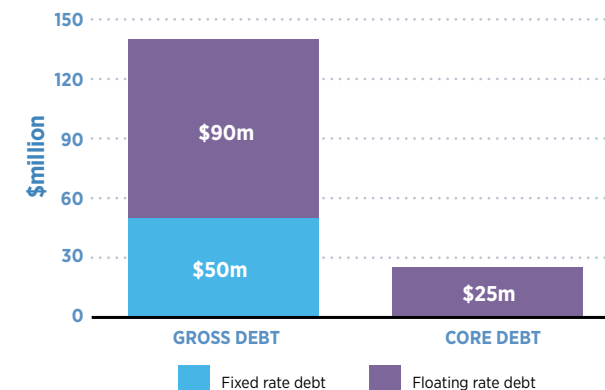
Council has borrowed \$140 million from the LGFA. We pre-funded \$50 million of the 2018/19 capital expenditure and a further \$40m of these funds were invested in term deposits with maturity dates aligning to expected cashflow requirements. In October 2018, \$50 million borrowing was undertaken to on-lend to Quayside.

\$25 million of the \$90 million pre-funding is core debt as it has matured from the Investment Portfolio to meet capital expenditure requirements. This leaves the capital pre-funding balance at \$65 million at 31 March 2019.

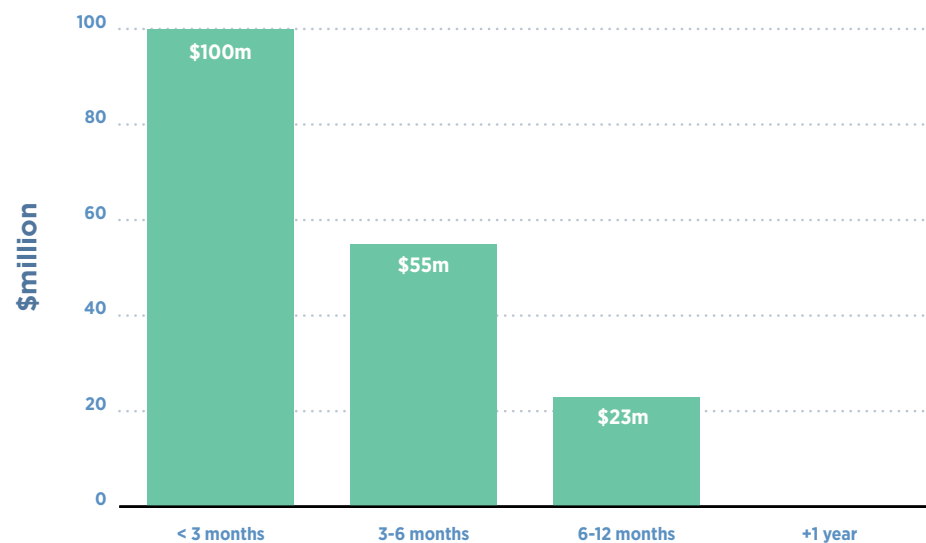
Total interest expense to date is \$1.8 million, with a forecast year end total of \$2.63 million on the \$140 million currently borrowed compared to the annual budget of \$2.8 million on \$90 million borrowing. The average interest rate on borrowing is 2.06%.

An additional \$60 million of prefunding of the Long Term Plan 2018-2028 capital works programme is intended. Forecast external borrowing as at 30 June 2019 is \$200 million.

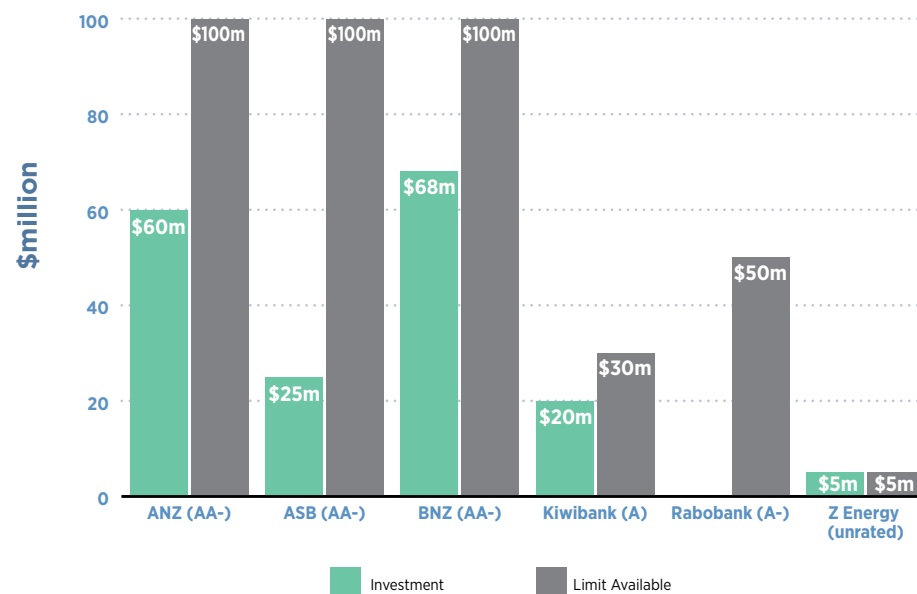
BORROWINGS AS AT 31 MARCH 2019



INVESTMENT MATURITY PROFILE



INVESTMENT EXPOSURE BY COUNTERPARTY



* Excludes On-lending

Ratio	Policy Limit	Actual to date	Forecast year end	Compliant with Treasury Policy
% of net interest expense of total revenue	<20%	(4%)	(3%)	✓
% of net external debt of total revenue	<250%	(92%)	(57%)	✓
% of net interest of rates and levies	<30%	9%	(7%)	✓
% of available financial accommodation of external debt	>110%	139%	131%	✓

Major capital projects

Kopeopeo Canal Remediation Project

The objective of the Kopeopeo Canal Remediation Project is to safely remove elevated levels of dioxin-contaminated sediment from 5.1 kilometers (km) of the Kopeopeo Canal at its eastern extremity.

DELIVERY

This project is designed to be implemented in a staged approach to remove, safely store and bioremediate up to 40,000m³ of sediment. Two separate containment sites are being used for the containment and bioremediation of sediment removed from the canal.

Since February, sediment has been pumping to the Keepa Road Containment Site. There is a risk that there will be insufficient storage space at that site to accommodate dredging from the remainder of the canal. Mitigation options are being investigated.

As at 31 March, approximately 3.4km (of the total 5.1km length of the canal) had been dredged. Dredging has proven to be more complex than anticipated and the project has fallen behind the planned completion date of September 2018.

In January, the contract between the Regional Council and the head contractor was reset. The new completion date for the project is June 2019.

BUDGET

An additional request for funding was made to the Ministry for the Environment Contaminated Sites Remediation Fund in March. The total additional funding now applied for and pending decision from Ministry for the Environment is \$2.9 million. Project spending is within the current revised budget of \$6.7 million.

Delivery ● Budget ●

Budget to actual/forecast \$000		
	Year to date	Annual
Budget	5,627	6,700
Actual/Forecast	2,887	6,628
Variance	2,740	72

Kaituna River Re-diversion and Te Awa o Ngatoroirangi/Maketū Estuary Enhancement Project

The Kaituna River re-diversion project, being delivered by the Kaituna Activity will redirect the Kaituna River through the Ongatoro/Maketū Estuary, create new wetlands and maximise ecological and cultural benefits to the area.

DELIVERY

There has been significant progress on the project since its commencement on 12 June 2018 and it is now well ahead of schedule. At 31 March, 63% of the project construction has been completed while being only 39% into the scheduled construction period. For example, the dredging of old river loop and construction of new channel are complete.

Stage 1 and most of Stage 2 of the new stopbank construction are complete, including stripping the old stopbank and placing rip-rap along the south bank of new channel. Te Paika earthworks and overlay are well ahead, and the salinity block is 50% complete. The culverts are installed and the temporary haul road has been removed. Delivery of the stainless steel gates is imminent and on schedule. The boat ramp upgrade is underway and as is the construction of the jetty.

Completion of the project was originally budgeted for June 2020. It is now likely to be just before Christmas 2019.

Risks associated with this project, which include damage to roads, estimate inaccuracy, flooding and damage to existing infrastructure, have all been managed and mitigated appropriately.

BUDGET

The Kaituna Re-diversion project is tracking ahead of budget with \$9.3 million spent in the year to date compared to the revised full year budget of \$10.7 million. It is forecast to be 80% complete at the year end compared to the scheduled 46%.

Delivery ● Budget ●

Budget to actual/forecast \$000		
	Year to date	Annual
Budget	9,075	10,475
Actual/Forecast	9,331	10,727
Variance	(256)	(252)

Rivers and Drainage Flood Repair Project

Bay of Plenty Regional Council is carrying out repairs to approximately 520 sites that were damaged during the April 2017 flood event.

This is a four year project being delivered by the Rivers and Drainage Flood Repair Project Team that covers all of our managed river schemes. Project funding will be partially supported by insurance claims, Central Government and other agencies.

DELIVERY

Two extreme weather events in early April 2017 brought prolonged torrential rain to the Bay of Plenty. The resulting record high river levels and extensive flooding caused significant damage to river and drainage networks and assets across the region. The target number of sites for completion in 2018/19 is 145, as at the end of March 2019, 101 sites have been completed. In total, 228 sites out of 520 (44%) of identified sites have been completed.

It is likely that the target of 145 sites by the end of the financial year will not be reached. This is mostly due to a shortage in rock supply in the Whakatāne and Rangitāiki River areas which impedes how much work can be done. This is not expected to materially improve until next construction season when it is anticipated additional rock sources will come on stream. To cope with the lack of secure rock supply in these areas, Council have focused their efforts on softer engineering works, and completing work in areas where a secure rock supply is currently present (e.g. Kaituna Catchment and the Waioeka-Otara Rivers Scheme).

Conceptual design of the College Road stopbank realignment open space is being carried out by an external landscape architect in conjunction with the Edgumbe community.

Steady progress has been made with our insurance claim and with the Ministry of Civil Defence and Emergency Management (MCDEM) response and essential infrastructure claims. Draft claim 4 (infrastructure) and draft claim 5 (College Road) are currently with MCDEM for approval.

Delivery ● **Budget** ●

Budget to actual/forecast \$000		
	Year to date	Annual
Budget	8,517	11,470
Actual/Forecast	8,395	10,671
Variance	122	799

The project team is working with the Whakatāne District Council to enable New Zealand Transport Authority (NZTA) funding for work associated with roading infrastructure and discussions have also commenced with Trustpower to agree a process for contribution to repairs on the Rangitāiki River as per the resource consent. Insurance progress payments to date are \$2 million for infrastructure insurance and \$115,000 for material damage.

BUDGET

The overall repair project budget for 2018/19 is \$11.47 million: there are variances in the individual scheme budgets due to resource limitations in some schemes slowing down planned work, while other schemes are ahead of programme and budget. It is expected that the project will finish the year under budget.

Rangitāiki Floodway Upgrade Project

The purpose of this project is to design and complete upgrades to the Rangitāiki floodway and spillway as part of a wider flood mitigation project to protect the Edgumbe township, and the Rangitāiki Plains, from up to a '100 year' flood event.

DELIVERY

Stage 5 physical works began in March. This stage includes the new channel cut to the Rangitāiki River (bifurcation), upgrade of Thornton Hall Road and associated bridge work. Stage 5 is expected to be complete in October. The contractor who delivered Stage 4 (Tracks Concrete Ltd) will also be delivering Stage 5.

BUDGET

Council has brought forward into 2018/19 capital budget of \$1.06 million from 2019/20 to offset the unavoidable costs from Stage 4 works (including archaeological find, consenting process, work phasing) and the slightly higher tender price for Stage 5. A report will be presented to Council as part of the annual plan process 2019/20 to outline cost estimates for the remaining two years of the project. The last two stages of the project are Stage 6 (stopbank raising) and Stage 7 (stopbank raising and spillway upgrade).

Delivery ● **Budget** ●

Budget to actual/forecast \$000		
	Year to date	Annual
Budget	1,887	2,507
Actual/Forecast	1,272	2,495
Variance	615	12

Buildings Upgrade Project

Bay of Plenty Regional Council is currently upgrading its two offices in Whakatāne and Tauranga. The construction of a new office building by developers, which will contain our future Rotorua office, is also underway.

This work is being delivered by the Corporate Property activity, and includes the refurbishment of Regional House in Tauranga and the Whakatāne office. Wallingford House in Tauranga will be upgraded to an IL4 building to accommodate the Civil Defence Emergency Management Group Emergency Coordination Centre. The environmentally sustainable design features being installed in each of these sites aim to reduce the organisation's energy use carbon footprint by 50%.

DELIVERY

Whakatāne Office – Stage 2 of the building refurbishment is nearing completion. Investigation work into a design solution for the deck remediation is also underway. Overall completion is due in October 2019 (previously July).

Regional Office – The upgrade of the Tauranga building has been progressing with some delays which will push the completion date for Regional House out to late October 2019 (previously May). The cause of these delays include sub-contractors availability being affected by other significant construction projects in the Tauranga area. The lease for our First Avenue office has been extended until the Regional House upgrade has been completed.

Rotorua Office – Quayside and TPB Properties commenced work on the Rotorua building development, which will contain our future Rotorua office, this quarter. Completion is expected early 2020. Interior design concepts for our tenancy area are progressing well.

BUDGET

The adjusted delivery programme into the 2019/20 year has resulted in a forecast underspend of approximately \$2.8 million which will require a budget carry forward to 2019/20.

Delivery ● **Budget** ●

Budget to actual/forecast \$'000		
	Year to date	Annual
Budget	18,416	20,653
Actual/Forecast	11,772	17,872
Variance	6,644	2,781

People and culture

Our people work to deliver the services, infrastructure and functions for our communities as agreed through the Long Term Plan 2018-2028.

1. Strategy and Key Projects

PROJECTS	CURRENT AND FUTURE WORK
People & Culture Strategy	Work is continuing on a draft People & Culture Strategy document which will pull together various elements such as workforce planning and leadership. During the next quarter we will be engaging with internal stakeholders.
REM2020	<p>The Rem2020 project is a review of our current Performance and Remuneration Policy with a view to designing remuneration and performance frameworks that are fit for purpose for our organisation.</p> <p>Developing a performance framework (a new performance development framework (PDF)) has been developed and tested with a pilot group from across the organisation)</p> <p>Communication on a proposed change to the current Performance and Remuneration Policy is occurring with unions as part of collective bargaining and consultation with people on Individual Employment Agreements (IEAs) will commence following workshops with IEAs being held through April.</p>
Collective Bargaining	Collective bargaining between the two representative unions and the employer commenced on November 13, 2018 and is progressing.

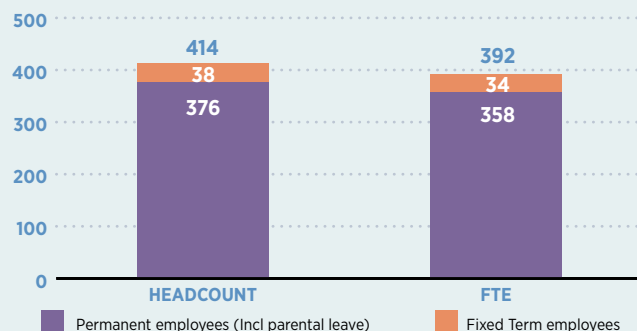
2. People and Turnover Key Performance Indicators

HIGHLIGHTS

Employee levels as at 31 March 2019 comprised of a headcount of 414 which equated to 392 FTE against an annual budget of 425 FTE.

The total headcount included permanent and fixed term employees. The permanent FTE numbers increased marginally from 352 to 358 over the quarter. Rolling turnover percentage decreased during the quarter from 9.55% to 8.94%. Several key metrics are presented in the figures below.

HEADCOUNT INCLUDING FIXED TERM EMPLOYEES



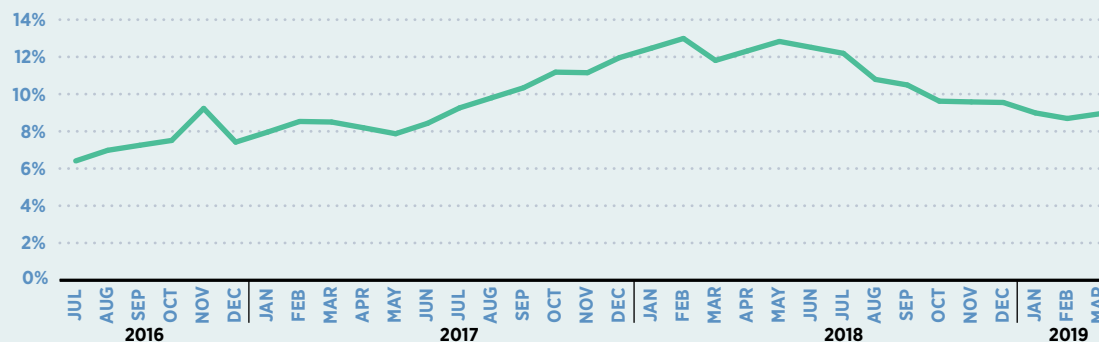
PERMANENT EMPLOYEE FTE



HEADCOUNT BY GENDER as at 31 March 2019



ROLLING MONTH BY MONTH TURNOVER PERCENTAGE



HEADCOUNT BY LOCATION as at 31 March 2019

LOCATION	TAURANGA	WHAKATĀNE	ROTORUA	MOUNT MAUNGANUI	EDGE CUMBE	ŌPŌTIKI	REMOTE
NUMBER	170	152	42	33	14	2	1

Health and safety

Elected Members, as “Officers” under the Health and Safety at Work Act 2015 (the Act) are responsible for ensuring that Council complies with the statutory requirements of the Act and its associated regulations. Officers meet this requirement by satisfying themselves that due diligence elements are being met. This health and safety (H&S) report is provided to help inform Elected Members in fulfilling that duty.

Projects – Current and Future work

LONE WORK DEVICES

Lone work devices have been implemented across Council. We have received positive feedback from users regarding safety gains and operational efficiencies. Monitoring indicates that the devices are predominantly well used.

H&S REPRESENTATIVE TRAINING

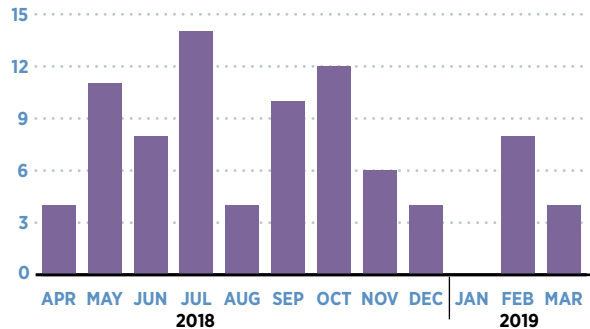
Council health and safety representatives completed training in February. Positive feedback was received from attendees.

AUDITING AND MONITORING

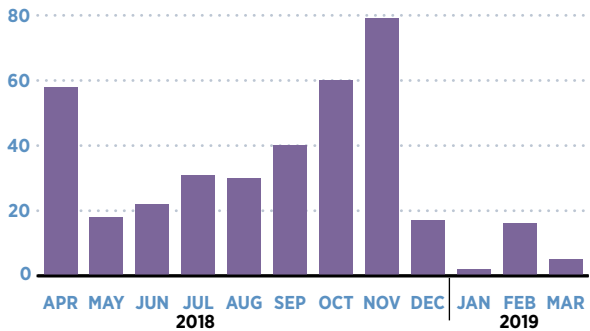
This was identified in the SafePlus audit as an area for improvement. A proposed model will soon be going to the leadership team for consideration.

Performance Indicators – Lead Indicators

NEAR MISSES REPORTED PER MONTH, LAST 12 MONTHS



NUMBER OF STAFF THAT HAVE COMPLETED H&S TRAINING PER MONTH, LAST 12 MONTHS



OTHER LEAD INDICATORS

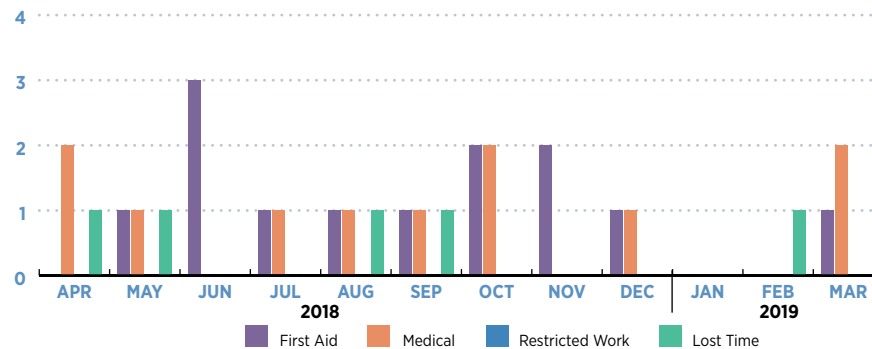
Workers acknowledged by the H&S Committee for good H&S performance.	2 individuals and 1 team
Number of corrective actions implemented.	55
H&S Committee meetings held	2
Elected Member H&S training attended	0
Chief Executive H&S training attended	1
General Manager H&S training attended	0
H&S staff training attended	5

Commentary

- Near-miss reporting continues to trend at around seven per month.
- The corrective actions count includes amendments of existing risk controls as part of the risk review process.
- The Chief Executive completed a two-day safety leadership course. The Chief Executive has since directed that all general managers attend the same course.

Performance Indicators – Lag Indicators

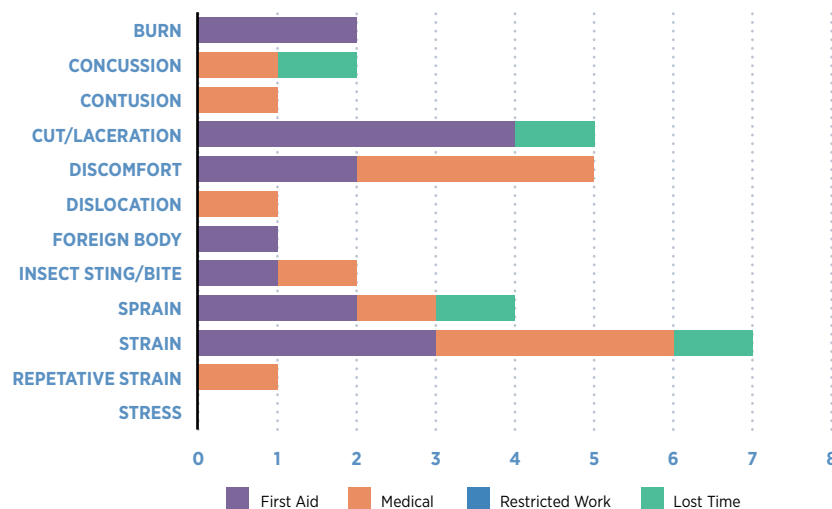
INJURIES LAST 12 MONTHS



Commentary

- The lost time injury was a concussion suffered after a vehicle ran into the back of the stationery Bay of Plenty Regional Council vehicle.
- The two medical treatment injuries were for hand discomfort (OOS) and an ankle sprain due to a hole in the terrain.

INJURIES BY CATEGORY LAST 12 MONTHS



Notifiable Events

There were three Health and Safety at Work Act Notifiable Events this period.

1. TRUCK vs. POWERLINES

What happened: After tipping a load of gravel, the truck driver began driving away while bringing the tray down. The tray had not fully retracted as the truck passed under the power lines, resulting in contact and the lines being brought down. There were no injuries, WorkSafe were informed and chose not to investigate.

Corrective actions taken:

- Onsite meeting to discuss improvements to be made for the whole site.
- Turn around area shifted four metres away from powerline.
- Earth bund installed on powerline side of turn around as physical barrier.
- Traffic management onsite and on Spencer Rd.
- Flags placed before powerline at site exit.

2. FORKLIFT ROLLOVER INTO CANAL

What happened: An articulated forklift rolled into the Kopeopeo Canal. There was no injury to any persons, nor noticeable discharge of pollutants. WorkSafe were informed and chose not to investigate.

Corrective actions taken:

- Implement a minimum 3-meter safe working zone from machine to stop-bank edge.
- Implement integrity checks of stop-banks before commencing work on or near the stop-bank.
- Monitor work to ensure 3 metre zone adhered to at all times.

3. ELECTRIC SHOCK FROM WELDING MACHINE

What happened: The worker was setting up the welder and was in a bit of a rush to do so in order to get the hired welding machine back to the hirer. He plugged in the welder and was about to reach for his safety gloves and visor when his hand brushed past one of the leads or the electrode, causing an electric shock to the worker. WorkSafe were informed and chose not to investigate.

Corrective actions taken: This event is still under investigation.

The work we do

Our work is carried out over 33 activities which are split into nine groups of activities. These nine groups deliver the services and infrastructure, and perform the functions outlined in our Long Term Plan 2018-2028.

The following pages report on the third quarter of 2018/19 with specific reference to each one of the nine Groups of Activities and their specific work programmes, financial performance and key performance indicators.

GROUPS OF ACTIVITIES

- Integrated Catchment Management
- Flood Protection and Control
- Resource Regulation and Monitoring
- Transportation
- Regional Development
- Regional Planning and Engagement
- Emergency Management
- Technical Services
- Corporate Services

Integrated Catchment Management

Te Whakahaere Tōpū i Ngā Wai

Delivery ●	Budget ●	KPI ●
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Key

- = on track
- = at risk
- = not on track
- = data not available

Delivery highlights

TAURANGA HARBOUR

- Staff are pursuing sources of avian E. coli in the Uretara Stream near Kaitikati, as well as ruminant sourced E. coli in the Kaiate Stream. Work on both of these sites has been prioritised and will receive increased attention from across Council in order to make progress against the new Long Term Plan Key Performance Indicator (KPI) on Swimmability.
- The mangrove hovercraft is currently out of service. However, as a contingency, some of the areas where machine-control of mangrove seedlings had been planned are now being controlled by ground-based contractors in the event that the hovercraft is not operational before the winter consented control period ends.

KAITUNA

- The Te Pourepo o Kaituna Wetlands Project is on track for completion of land negotiations and consent lodgement by June, with construction set to start next summer.
- Work is underway in the Kopuaroa and Waitepuia tributaries of the Kaituna with the communities of interest.
- Details on Kaituna River Re-diversion and Te Awa o Ngatoroirangi / Maketū Estuary Enhancement Project are provided in the section on Major Capital Projects on page 21.

ROTORUA LAKES

- As part of Toi Moana's role in the Rotorua Te Arawa Lakes Programme, in-particular pursuing alternative, profitable - low nitrogen land uses in the Lake Rotorua catchment, this quarter we funded Kai Rotorua to undertake kūmara growing trials in raised beds at Linton Park Community Centre. The purpose of the trial was to demonstrate that kūmara can grow successfully in contained structures

(raised beds), preventing nitrogen leaching to the lake. The kūmara have been recently harvested and data collected, which is currently being analysed.

- A further land use change agreement in the Lake Ōkāreka catchment has secured 56 hectares of land retirement in perpetuity, which achieve nutrient input reduction for the lake.

EASTERN CATCHMENTS

- Three of the planned four Environmental Programmes have been signed by landowners associated with the Rangitāiki Wetlands Project, which is a significant milestone.
- A set of mussel restoration trials in Ōhiwa Harbour under the umbrella of the Ōhiwa Harbour Implementation Forum are progressing well with new, local and naturally-sourced spat being caught on ropes. However, sea star predation of mussels is a major issue. While this is a natural phenomenon, researchers say that excessive sedimentation rates combined with other factors have tipped the balance in favour of sea stars leading to a decline in mussel abundance. Trials to exclude sea stars from mussel beds have so-far proved fruitless.

Budget

Forecast operating expenditure is \$7.6 million lower than budget mainly due to the reduction in the Rotorua Lakes Activity land use change incentive agreements expected to be signed this year. As a result, the revenue forecast for the Ministry for the Environment subsidy is \$2.4 million lower than budget. Further commentary regarding this is available in the Financial Summary section of this report.

Capital expenditure is forecast \$0.3 million higher than revised budget. \$4.5 million additional

capital expenditure is forecast on the Kaituna River Re-diversion Project with progress well ahead of schedule. Bringing forward funds from 2019/20 was approved by Council at the February 14 2019 meeting. Forecast capital expenditure for the Rotorua Lakes Activity Tikitere Diversion Project is \$0.4 million lower than budget while other alternatives to achieve the nitrogen target are investigated.

KPI commentary

Two of the three KPIs are reported annually. The remaining KPI is on track and forecast to be exceeded for the year.

LEVEL OF SERVICE

Improve the indigenous biodiversity and waterbodies in the Bay of Plenty catchments

Key Performance Measure: Number of new Priority Biodiversity Sites actively managed

TARGET	RESULT	YTD	FORECAST
4	4	●	●

Key Performance Measure: Number of Rotorua Lakes that have reached their Trophic Level Index (TLI), based on the three year rolling TLI

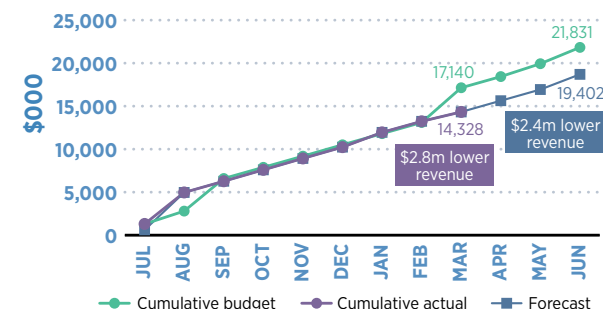
TARGET	RESULT	YTD	FORECAST
2	●	●	●

Key Performance Measure: Percentage of monitored river and stream sites that meet the 'swimmability' requirements under the National Policy Statement for Freshwater Management

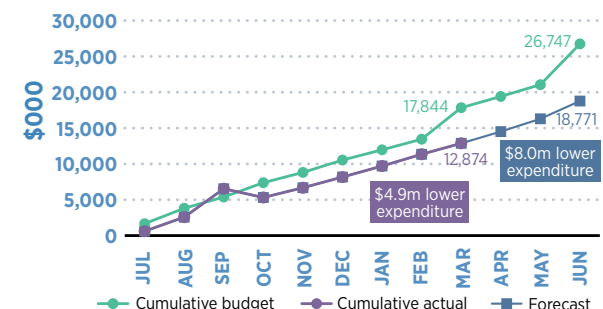
TARGET	RESULT	YTD	FORECAST
75%	●	●	●

Integrated Catchment Management Budget compared to Actual and Forecast 2018/19

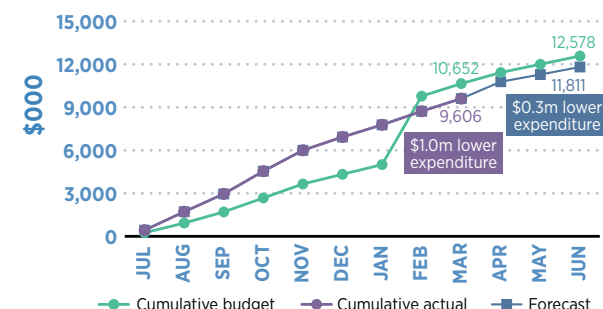
OPERATING REVENUE



OPERATING EXPENDITURE



CAPITAL EXPENDITURE



Flood Protection and Control

Te Pare me te Whakahaere Waipuke

<i>Delivery</i> ●	<i>Budget</i> ●	<i>KPI</i> ●
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Delivery highlights

RIVERS AND DRAINAGE SCHEMES

- Maintenance and renewals works in accordance with the Asset Management Plan have been undertaken for the following rivers and drainage schemes: Kaituna, Rangitāiki-Tarawera, Whakatāne-Tauranga, Waioeka-Otara and Rangitāiki Drainage Schemes.
- Scheme Advisory Meetings have been held for Rangitāiki Drainage Scheme, Kaituna Catchment Control Scheme, and Waioeka-Otara Rivers Scheme to date. The Whakatāne-Tauranga Advisory Group meeting was held on 16 April 2019. Individual communal pumping scheme meetings are progressing.

REGIONAL FLOOD RISK

- April 2017 Flood event: Flood damage repairs across the region were completed on 59 sites between January and March 2019 (giving a total number of sites completed in 2018/19 to 109). The total number of sites completed across the programme is now 228 of the 520 identified following the event.
- April 2018 Flood event: Flood damage repairs to help regenerate the Ngongotahā Stream are continuing to take place. Out of a total of 110 sites needing repair, 64 of the highest risk/priority sites have been repaired. In addition,

150m of stopbanks have been rebuilt and additional vegetation and asset maintenance works completed.

KOPEOPEO CANAL REMEDIATION

- Details on this project are provided in the section on Major Capital Projects on page 21.

Budget

The revenue forecast for the Group is consistent with the budget. Forecast operating expenditure is \$0.3m lower than budget, \$0.8m is mainly due to lack of rock supplies for flood damage repairs. This is offset by interest costs as the internal loan balance for the project is higher than budget. Note, this is offset with the increase in internal interest revenue within the Finance and Corporate Activity in Corporate Services. Forecast overspends are also expected due to the 1 July 2018 revaluation for Rivers and Drainage assets which has resulted in higher depreciation and higher than expected insurance costs for infrastructural assets.

Capital expenditure forecast is \$3.5 million lower than budget, mainly due to a lack of rock supply in the Whakatāne-Tauranga scheme which is expected to delay the completion of some work. Additional work in the Waioeka-Otara scheme is forecast and rock stockpiling is taking place.

KPI commentary

Performance Measures for the Flood Protection and Control Group of Activities are on track.

LEVEL OF SERVICE

Provide flood protection and drainage

Key Performance Measure: Percentage of maintenance, repairs and renewals completed in accordance with the Rivers and Drainage Asset Management Plan (Note: or based on approved changes to the work programme)

TARGET	RESULT	YTD	FORECAST
90%	83%	●	●

LEVEL OF SERVICE

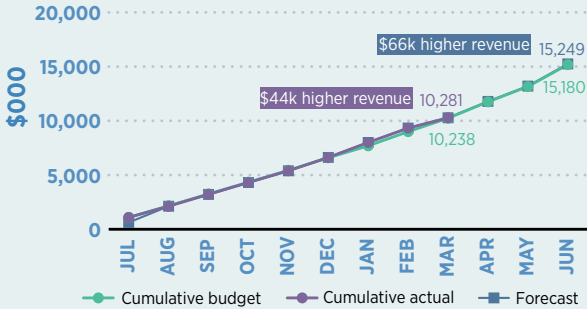
Provide the community with timely warning of potential flooding

Key Performance Measure: Percentage of flood warnings at pre-determined levels are given in accordance with the flood warning manual

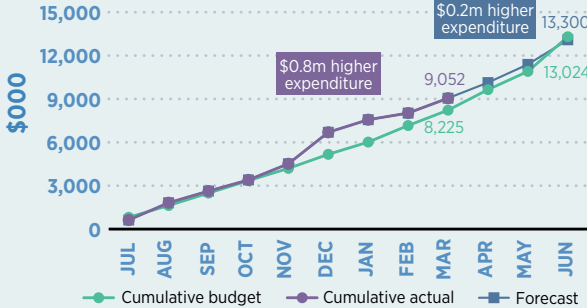
TARGET	RESULT	YTD	FORECAST
90%	100%	●	●

Flood Protection and Control
Budget compared to Actual and
Forecast 2018/19

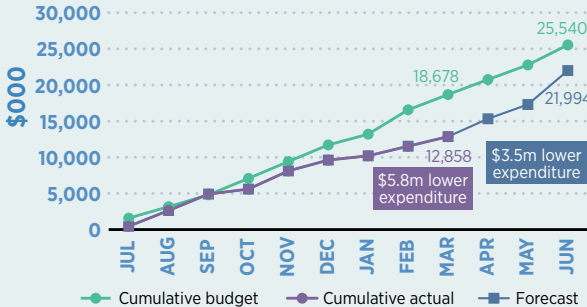
OPERATING REVENUE



OPERATING EXPENDITURE



CAPITAL EXPENDITURE



Resource Regulation and Monitoring

Ngā Ture Rawa me te Aroturuki

Delivery	Budget	KPI
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Delivery highlights

BIOSECURITY

- The monitoring of herbicide use over water was conducted in Maketū Estuary and Rangitāiki River, as required by the Environmental Protection Agency, before and after pest plant control operations for Spartina and Alligator weed. In both cases the herbicide was undetectable across all sampling medium.
- A pheromone bait trial was conducted in Lake Rotoiti to develop a more attractive bait to help manage catfish numbers. Initial results suggest that although the bait was slightly more attractive, that further refinement of the product is needed.
- A tender looking for expressions of interest to conduct wallaby control closed on 1 April. Four expressions of interest were received and they will be assessed in the near future, with the intention to engage a contractor shortly after.
- Submissions on the proposed Regional Pest Management Plan closed on 6 November 2018 with 56 submissions received. Staff are meeting with submitters to discuss and clarify points made in their submissions.

AIR QUALITY

- To improve Rotorua's air quality, Council continues to use a mixture of regulations and incentives (e.g. Rotorua specific solid fuel burner regulations are supported by heating and insulation incentive schemes). During the quarter, January to March, the schemes have been experiencing increased community interest, due to it being the last winter that non-compliant solid fuel burners can be used.

RESOURCE CONSENTS

- From 1 January to 31 March, only two new applications (2% of total applications) have received discounts due to Council exceeding processing timeframes – our target is to keep discounted applications below 5% of applications over the year
- During the quarter January to March, we received 162 applications: 43 of these progressed to the decision stage.
- In total, 125 decisions have been made between 1 January and 31 March (including applications lodged prior to 1 January). A total of 677 applications are currently in process, including a mix of historical consents on hold.

REGULATORY COMPLIANCE

- Between 1 January and 31 March, the Regulatory Compliance team received and responded to 1,141 service requests (complaints) via our Pollution Hotline. We responded to 100% of all urgent service requests (33) during this time and maintained a customer satisfaction result of 93%. January was the busiest month Council has ever had on the Pollution Hotline (413 service requests) in the almost 30 years that it has been running.
- From 1 January to 31 March 2019, our team have conducted over 700 compliance inspections on consented activities, 86% of which were determined to be compliant with their conditions; only 4 inspections (0.5%) identified significant non-compliance.
- Throughout this quarter, we have issued 20 abatement notices and 9 infringement notices. We also have 14 enforcement matters currently before the courts, and a number of significant investigations in progress.

MARITIME

- Maritime patrols are nearing the end of the summer season (end of the Easter Weekend). During the season (to date), there have been 601 bylaw breaches (warnings), and 49 infringements, and in addition over 10,000 boaties have been engaged with.
- In March, a number of staff participated in the National Oil Response Team exercise. These exercises provides opportunities for us to practice our response capabilities to help ensure that we are always prepared to respond to an event.

Budget

Resource Regulation and Monitoring is forecasting to receive an additional \$1.5 million revenue, offset by an additional \$2.0 million in expenditure through the Biosecurity and Resource Consents activities.

The Biosecurity Activity is forecasting an increase in revenue and expenditure as a result of additional work from the Biocontrol Programme. This programme sees Council administering cost recoverable work on behalf of the other regional councils.

The Resource Consents Activity is forecasting additional fees and charges revenue, achieved by engaging contractors to assist with processing applications, therefore also increasing forecast expenditure.

KPI commentary

Performance Measures for the Resource Regulation and Monitoring Group of Activities are on track (where data are available).

LEVEL OF SERVICE

Improve air quality

Key Performance Measure: Replacement of non-compliant burners in Rotorua Airshed attributed to the Rotorua Air Quality programme

TARGET	RESULT	YTD	FORECAST
200	141	●	●

LEVEL OF SERVICE

Deliver effective pest management

Key Performance Measure: Council maintains a current Regional Pest Management Plan, develops

management plans for new pest incursions and prepares annual reports in accordance with the Biosecurity Act

TARGET	RESULT	YTD	FORECAST
100%	100%	●	●

LEVEL OF SERVICE

Provide a clear and timely resource consent process consistent with our regional planning documents

Key Performance Measure: Percentage of new consent applications issued discounts due to Council exceeding statutory processing timeframes (lower is better, measure is achieved when the result is less than or equal to the target)

TARGET	RESULT	YTD	FORECAST
5% (lower is better)	2%	●	●

Key Performance Measure: Percentage of customers who are satisfied overall with the service provided during the consents process

TARGET	RESULT	YTD	FORECAST
80%	80%	●	●

LEVEL OF SERVICE

Respond to environmental incident complaints

Key Performance Measure: Percentage of urgent complaints made to the pollution hotline that are responded to within 12 hours

TARGET	RESULT	YTD	FORECAST
95%	100%	●	●

Key Performance Measure: Percentage of customers satisfied with staff response to substantiated complaints about Resource Management Act non-compliance

TARGET	RESULT	YTD	FORECAST
80%	93%	<div></div>	<div></div>

LEVEL OF SERVICE

Ensure consent conditions are monitored and complied with

Key Performance Measure: Percentage of compliance monitoring inspections that occur as per the frequency specified in the Resource Management Act and Building Act Charges Policy

TARGET	RESULT	YTD	FORECAST
80%	<div></div>	<div></div>	<div></div>

LEVEL OF SERVICE

Minimise risks and effects of maritime oil spills and navigation hazards

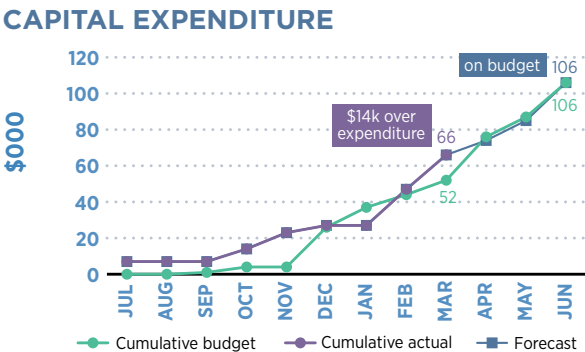
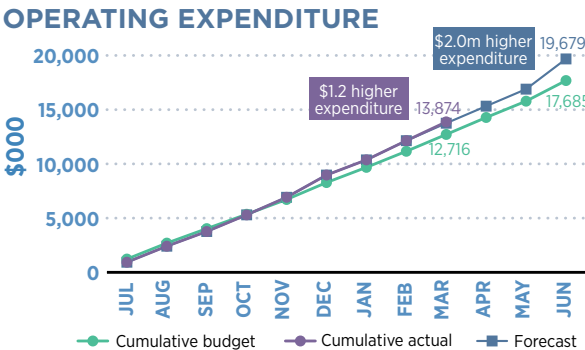
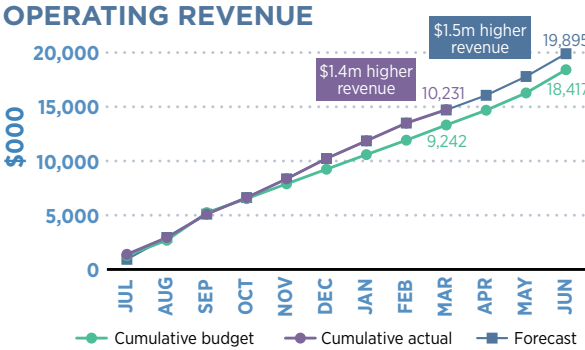
Key Performance Measure: Percentage of navigation aids rated as ‘good’ quality or higher

TARGET	RESULT	YTD	FORECAST
90%	100%	<div></div>	<div></div>

Key Performance Measure: Spills in Tauranga are responded to within 30 minutes and all others are responded to within two hours

TARGET	RESULT	YTD	FORECAST
95%	100%	<div></div>	<div></div>

Resource Regulation and Monitoring Budget compared to Actual and Forecast 2018/19



Transportation

Ikiiki

Delivery highlights

- Following the implementation of new bus contracts in early December, a number of missed trips occurred due to a shortage in driver numbers. This became critical at the start of the 2019 school year. Council is closely monitoring the implementation of the bus contracts. The performance of the bus network continues to be high priority for Council.
- During this quarter, the trial of fare-free buses for school students in Welcome Bay commenced. The trial was extended to include both urban and school buses servicing Welcome Bay.
- We engaged with the community regarding requests to changes to the Tauranga bus services for Pāpāmoa, Maungatapu and Matua.
- The Regional Public Transport Plan variation is being progressed to make some changes to unit structures (the basis for bus contracts).
- The Council is undertaking an investigation into passenger and freight rail in the Bay of Plenty. The first phase will include a review of current information, evidence and expertise to update our knowledge in this area. The second phase will involve looking at what this means with respect to a rapid transit system for Tauranga. Phase 1 investigation stage has commenced.

Budget

Lower forecasts for operating expenditure of \$1.0 million and revenue of \$0.1 million are due to adjustments in the timing of the implementation of the new ticketing system and changes to routes and number of bus services in Tauranga.

Delivery ●	Budget ●	KPI ●
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The forecast higher capital expenditure for the integrated ticketing system is expected to be offset by a subsidy from New Zealand Transport Authority.

KPI commentary

The patronage target for 2018/19 is not expected to be met. This is as a result of falls in patronage for Rotorua and Tauranga school buses. The performance of the bus network continues to be challenging and will continue to be a priority for Council in 2019.

LEVEL OF SERVICE

Provide a quality cost-effective public transport system

Key Performance Measure: Number of passenger transport trips taken in the region

TARGET	RESULT	YTD	FORECAST
2,800,000	2,023,799	●	●

Key Performance Measure: New Zealand Transport Authority (NZTA) Audit recommendations implemented

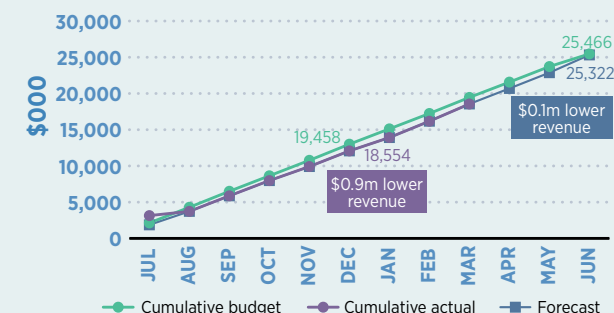
TARGET	RESULT	YTD	FORECAST
100%	100%	●	●

Key Performance Measure: Percentage of planning and policy reports that are rated satisfactory or higher via an independent assessment process

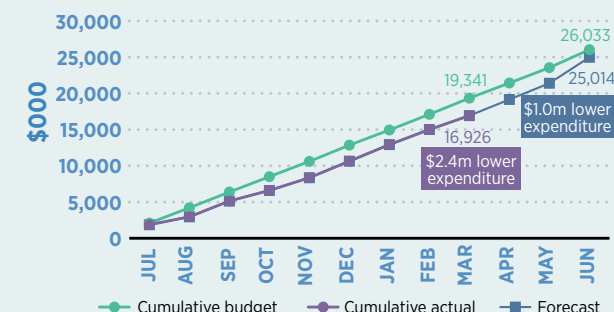
TARGET	RESULT	YTD	FORECAST
80%	●	●	●

Transportation Budget compared to Actual and Forecast 2018/19

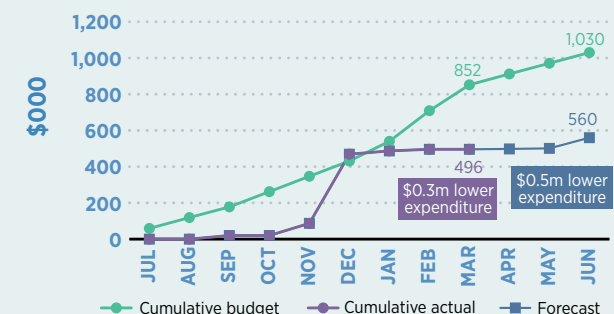
OPERATING REVENUE



OPERATING EXPENDITURE



CAPITAL EXPENDITURE



Regional Development

Whanaketanga ā-Rohe

<i>Delivery</i> ●	<i>Budget</i> ●	<i>KPI</i> ●
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Delivery highlights

REGIONAL INFRASTRUCTURE

- The Tauranga Tertiary Campus has partially opened for 2019 students. A full opening and the final payment grant are due in April 2019.
- Construction at SCION is expected to commence later this year.
- The Ōpōtiki Harbour Transformation project is currently being re-scoped and reassessed.

REGIONAL DEVELOPMENT

- Following the recent review of the Bay of Connections (BOC) a working group has been engaging with the regional community and business leaders to develop a draft framework for regional development. A recommended approach and framework will be considered by Council at a workshop in April.

REGIONAL PARKS

- There have been more than 80,000 visits to Pāpāmoa Hills in the financial year to date (1 July – 31 March). A pedestrian counter has been installed at Onekawa Te Mawhai Regional Park at Ōhiwa in February 2019 which will assist with future monitoring of visitor numbers.

- Construction of the woolshed at Pāpāmoa Hills is progressing and is expected to be completed by the end of May. The wool shed, along with the stock yards completed last quarter will provide for the parks grazing operation to be independent of its neighbours. This will allow for sheep to be reintroduced after being absent from the park for some time.

Budget

All budgeted Regional Infrastructure Fund grants within the Regional Infrastructure Activity are expected to be paid in this financial year, except SCION, Ōtāwhiwhi Marae Sewerage and Tahataharoa Land Purchase. The Regional Economic Activity is forecasting additional consultant costs of \$0.2 million for the Toi Moana Bay of Plenty Economic Action Plan and the Bay of Connections review. The costs will be partly funded by the Ministry of Business, Innovation and Employment, and the Provincial Growth Fund.

KPI commentary

Performance measures for the Regional Development Group of Activities are on track.

LEVEL OF SERVICE

Facilitate regional economic development

Key Performance Measure: Sector strategies are reviewed and updated every three years

TARGET	RESULT	YTD	FORECAST
1	1	●	●

LEVEL OF SERVICE

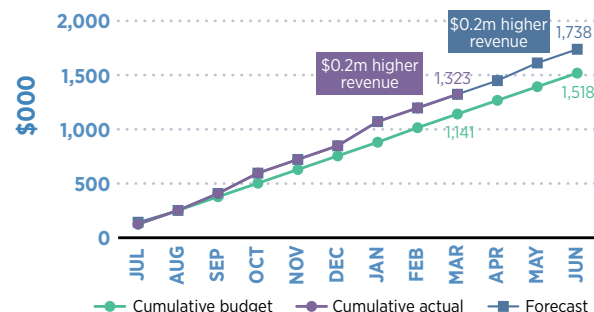
Manage our Regional Parks sustainably

Key Performance Measure: Number of visitors to our Regional Parks

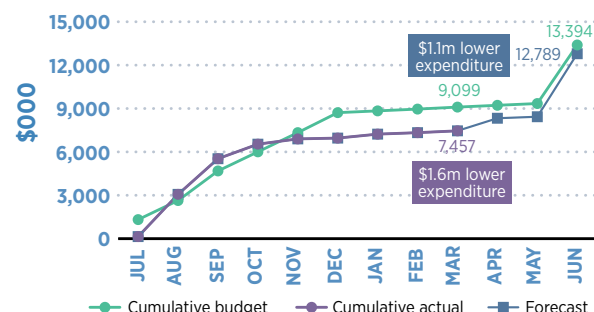
TARGET	RESULT	YTD	FORECAST
100,000	82,394	●	●

Regional Development Budget compared to Actual and Forecast 2018/19

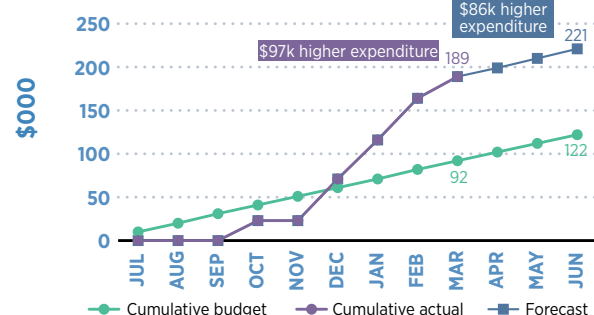
OPERATING REVENUE



OPERATING EXPENDITURE



CAPITAL EXPENDITURE



Regional Planning and Engagement

Te Hanga Mahere ā-Rohe me te Whakawhitiwhiti

Delivery

Budget

KPI

Delivery highlights

REGIONAL PLANNING

- Pre-mediation discussions with Water Quantity Plan Change (Plan Change 9) appellants are underway. Staff will be reporting progress to the court in May.
- The Urban Form and Transport Initiative (UFTI) project has been launched. This is a new partnership between the three Western Bay Councils and New Zealand Transport Authority.
- The Environment Court has held a hearing on Lake Rotorua Nutrient Management (Proposed Plan Change 10). A decision is anticipated in May/June 2019.
- Work is progressing on the development of a draft Climate Change Action Plan, it is anticipated that the draft will be presented to Council by June 2019.

MĀORI POLICY

- Work has been undertaken during this quarter to prepare for the He Korowai Matauranga information sessions which will run at local Toi Moana offices early April. He Korowai Matauranga aims to build knowledge and

understanding amongst staff of Te Ao Māori and to enhance the opportunities for tangata whenua in the decision making processes of Council, particularly in regard to the management of natural resources. The implementation of He Korowai Matauranga will be a stepped approach focussing on key aspects of the framework that will expedite better relationships with tangata whenua. These relationships will establish a platform for recognising and providing for matauranga in aspects of policy development.

- A key aspect of delivering He Korowai Matauranga is the preparation of the Māori Relationship and Engagement Strategy. Scoping of the Māori Relationship and Engagement Strategy is underway, it is expected that a draft of the Strategy will be ready by October 2019.
- We are working with our consents team and geospatial team to ensure that the data displayed in GEOVIEW with respect to Māori contacts is more reliable. This is supported by a pilot mapping project currently underway

in the Tauranga area. We are also working with other councils to develop a consistent approach to the identification of iwi and hapū boundaries in our region.

GEOTHERMAL

- The Rotorua Geothermal Ahi Kaa Roa Group which was established last quarter has had its first three meetings. The purpose of the group is to provide for input from tangata whenua from Ngāpuna, Whakarewarewa and Ōhinemutu into the Rotorua System Management Plan.
- A joint research project with GNS and supported by Te Arawa Lakes Trust on lake bed metallotelluric (MT) surveys is underway.
- A public presentation on the joint Bay of Plenty Regional Council and GNS land based metallotelluric surveys took place in February and was attended by 180 people.
- An external review of the Rotorua Geothermal Reservoir models was completed.

COMMUNITY ENGAGEMENT

- We supported community engagement on Freshwater Futures, the Annual Plan, Interregional Marine Pest Pathway and requests for additional Tauranga bus routes.
- Seven schools (70 students) participated in Climate Change themed workshops as part of the Enviroschools programme. The event was supported by five partner organisations.

GOVERNANCE

- First stage of reviewing and developing templates to inform the specification stage of the new agenda management system, Infocouncil, has been completed.

Budget

This Group of Activities is forecast to be over budget by \$0.8m due mainly to appeals on Lake Rotorua Nutrient Management (Plan Change 10) and reallocation of staff resulting from the organisation review.

KPI commentary

Performance Measures for the Regional Planning and Engagement Group of Activities are on track (where data is available).

LEVEL OF SERVICE

Provide robust and legislatively compliant planning and policy (Regional Planning and Geothermal)

Key Performance Measure: Percentage of planning and policy reports that are rated satisfactory or higher via an independent assessment process

TARGET	RESULT	YTD	FORECAST
80%	●	●	●

LEVEL OF SERVICE

Building Māori participation in Council decision making

Key Performance Measure: Level of satisfaction of Komiti Māori that the information provided meets their terms of reference

TARGET	RESULT	YTD	FORECAST
80%	100%	●	●

Key Performance Measure: Percentage of Kaupapa Māori that are raised at Komiti Māori are actioned, resolved (within the scope and mandate of the Komiti) and reported back to Komiti

TARGET	RESULT	YTD	FORECAST
80%	●	●	●

LEVEL OF SERVICE

Support community projects which help improve our environment

Key Performance Measure: Percentage of completed projects that have achieved their measured goals

TARGET	RESULT	YTD	FORECAST
80%	100%	●	●

LEVEL OF SERVICE

Promote good governance and democratic decision making

Key Performance Measure: Percentage of Council and Committee meeting agendas for all scheduled meetings that are available at least two working days before meetings

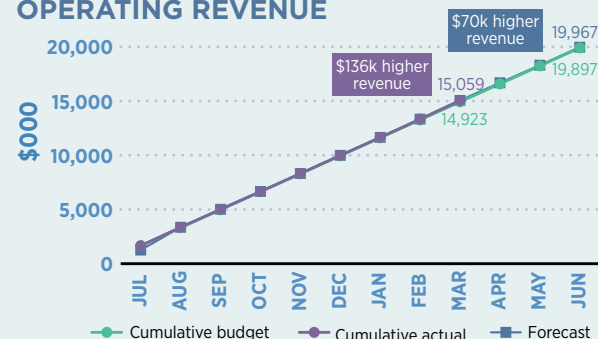
TARGET	RESULT	YTD	FORECAST
95%	100%	●	●

Key Performance Measure: Percentage of draft Council and Committee meeting minutes that are published on the Council website within 10 working days after the meeting

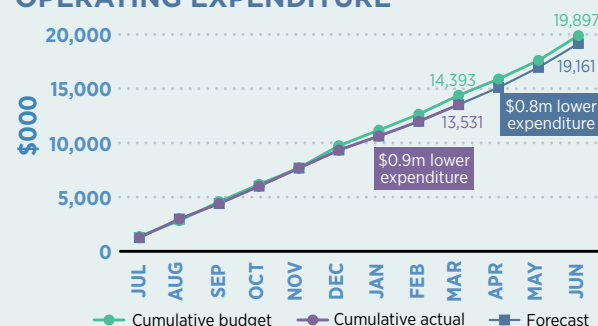
TARGET	RESULT	YTD	FORECAST
95%	100%	●	●

Regional Planning and Engagement Budget compared to Actual and Forecast 2018/19

OPERATING REVENUE



OPERATING EXPENDITURE



No capital expenditure in this Group of Activities

Emergency Management

Te Whakahaere Mate Whawhati Tata

Delivery ●

Budget ●

KPI ●

Delivery highlights

- Emergency Management Bay of Plenty provided a stand at the 20th Tauranga Multicultural Festival held at the Historic Village, Tauranga in March to engage with festival attendees and provide preparedness resources and information. More than 50 people engaged with the stand, receiving personal preparedness information and resources.
- Bay of Plenty Regional Council staff attended the following training this quarter:
 - Integrated Training Framework (ITF) Coordination Centre Intermediate course – 3 people
 - Integrated Training Framework – Delivery of Welfare Services in a Civil Defence Centre – 2 people.
- A continued focus on staff attending the Integrated Training Framework Coordination Centre Intermediate course is required to meet the training KPI for this Annual Reporting period.

Budget

Forecast operating expenditure is \$0.5 million lower than budget as recruitment of four new staffing positions is deferred until later in 2019.

KPI commentary

The target for the percentage of staff identified for roles in the Emergency Coordination Centre (EOC) that are Page 189 of 196 trained to an appropriate level is not expected to be met this year.

The 'trained' standard has increased in 2018/19 to include participation in the ITF Intermediate Coordination Centre Course. While a programme is in place to offer this training to all EOC staff, this is reliant on enough staff attending the training available. It is forecasted that this KPI will not be achieved by the end of 2018/19.

LEVEL OF SERVICE

Provide emergency management response and community initiatives

Key Performance Measure: Percentage of roles that have been identified and staffed for 24 hour operation of the Emergency Coordination Centre

TARGET	RESULT	YTD	FORECAST
85%	88%	●	●

Key Performance Measure: Percentage of staff identified for roles in the Emergency Coordination Centre that are trained to an appropriate level agreed by the Group

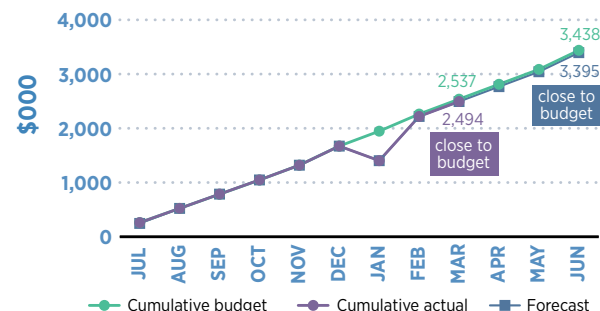
TARGET	RESULT	YTD	FORECAST
85%	50%	●	●

Key Performance Measure: Number of Council delivered initiatives to promote community resilience and safety

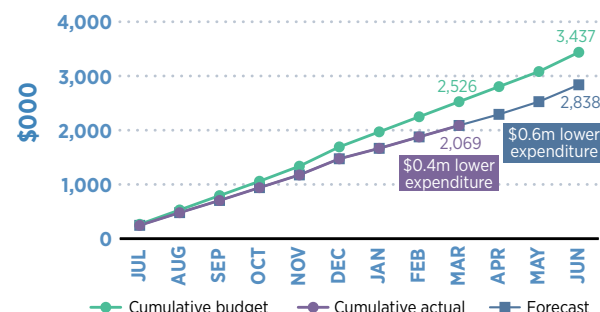
TARGET	RESULT	YTD	FORECAST
8	8	●	●

Emergency Management Budget compared to Actual and Forecast 2018/19

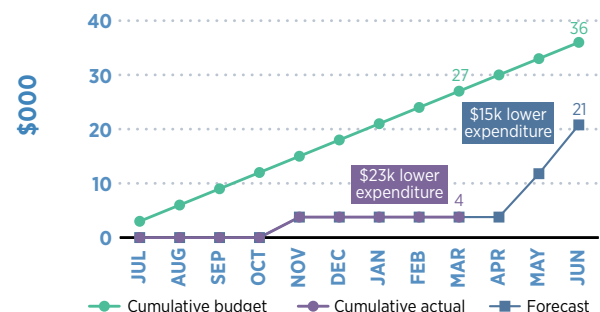
OPERATING REVENUE



OPERATING EXPENDITURE



CAPITAL EXPENDITURE



Technical Services

Ngā Ratonga Hangarau

Delivery ●	Budget ●	KPI ●
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Delivery highlights

GEOSPATIAL

- New aerial imagery and LiDAR (elevation) data capture for all Bay of Plenty urban centres was completed in December 2018/January 2019. The data has been processed and is expected to be made available to the community in May 2019 – two months ahead of schedule.
- Continued development and rollout of the Bay of Plenty GeoConOps (Geospatial Concept of Operations). The GeoConOps provides the framework, data and applications to assist in the response to a Civil Defence emergency.

ENGINEERING

- We provided 40 internal technical reviews for the resource consents team, supported 94 district consents applications and provided floor level information to 114 parties.
- In addition, our technical experts provided general advice to and worked with the territorial authorities in regard to flood risk assessments, flood risk mitigation and storm water management.
- We continued to work with land management teams and landowners across the region and provided river and stream management advisory services including design of detention dams and stream bank erosion protection.

DATA SERVICES

- A new rain gauge was installed in Kawerau in partnership with Kawerau District Council. This site will support the community and provide valuable information for weather forecasting, modelling and analysis.
- The laboratory shifted into its newly refitted working space and promptly renewed their IANZ certification.

SCIENCE

- Planning work has begun for the installation of new deep groundwater monitoring bores at two sites on the Rangitāiki Plains. This project will provide information on geology, water quantity and water quality to support better management of the groundwater resource.
- Passive sampling devices have been deployed in Tauranga Harbour and surrounding waterways to detect the presence of emerging organic contaminants (EOCs). These contaminants include a range of potentially harmful chemicals derived from the use of products such as flame retardants, plasticisers, pesticides (specifically Glyphosate, or Roundup) and surfactants. A report on this work is expected before the end of 2019.

- Groundwater scientists are investigating the use of a thermal imaging camera to study the movement of water between streams and groundwater systems in the region, this will support our water allocation decisions. The camera will be deployed on a drone and will also be available for investigating other areas, including geothermal.

Budget

Revenue is forecast \$0.2 million higher than budget due to actual billing of Resource Management Act (section 36) fees and charges in the Science and Data Services activities. Forecast expenditure is \$0.8m lower than budget due to staff resource availability to direct contractors.

Capital expenditure is forecast to be \$0.4 million underspent due to delays in the historical imagery digitisation project. This is being monitored and if required will be requested to be carried forward.

KPI commentary

Performance Measures for the Technical Services Group of Activities are on track.

LEVEL OF SERVICE

Provide the community with ready access to environmental data

Key Performance Measure: Percentage availability through website of real-time deliverable environmental data

TARGET	RESULT	YTD	FORECAST
95%	99%	●	●

LEVEL OF SERVICE

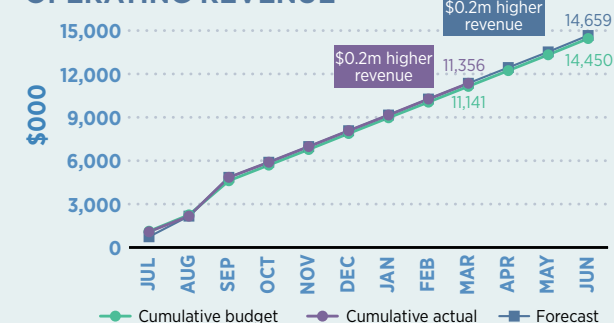
Provide accessible, trusted and relevant science

Key Performance Measure: Number of environmental indicators with online scorecards

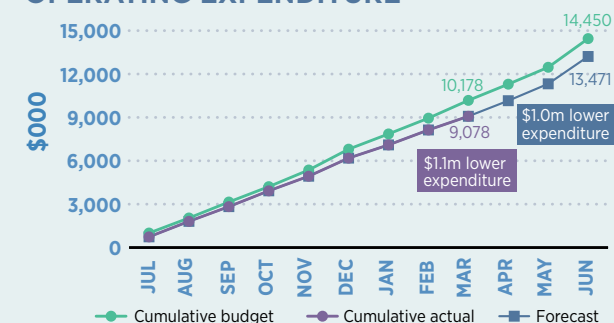
TARGET	RESULT	YTD	FORECAST
7	6	●	●

Technical Services Budget compared to Actual and Forecast 2018/19

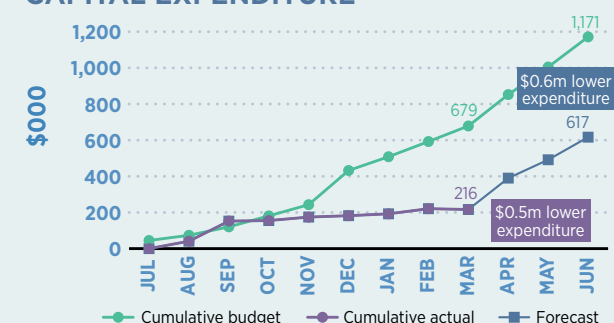
OPERATING REVENUE



OPERATING EXPENDITURE



CAPITAL EXPENDITURE



Corporate Services

Ngā Ratonga Rangatōpū

Delivery ●

Budget ●

KPI ●

Delivery highlights

INTERNAL SERVICES

- From January – March 2019, 38 calls were answered by our afterhours call centre with an average service level of 93% over Q3. Twenty of these calls were received during February.
- Whakatāne reception has been trialling a new working model where one receptionist manages ‘front of house enquiries’, business as usual and support to the organisation and the other receives all calls for the Whakatāne queue and supports Tauranga/Rotorua queues. This has led to an improved service level of calls answered when compared with Q3 last financial year.

FINANCE AND CORPORATE PLANNING

- We are focused on monitoring progress of the first year of the Long Term Plan 2018-2028 and developing the Annual Plan 2019/20, including consulting on the draft Annual Plan in March/April 2019.

PROPERTY

- Work on stage 2 of the Whakatāne building refurbishment is progressing.
- Investigation work into a design solution for the Whakatāne deck remediation is underway.

COMMUNICATIONS

- For the period January, February and March 2019, the Bay of Plenty Regional Council website www.boprc.govt.nz experienced a 175% increase in page views, compared to the same period in 2018. Of that, there was an increase in unique page views of 40%. Page views show the number of pages on our website that are viewed, this increase could in part be attributed to our website’s navigation restructure which has delivered a more intuitive flow.
- The Regional Council’s Facebook page has also seen a large increase in followers – up from 4,716 in March 2018 to 17,614 in March 2019 – a 273% increase.
- The Bay of Plenty Regional Council is preparing to be assessed through the LGNZ CouncilMARK process for the first time. The assessment will take place in June. CouncilMARK is an LGNZ excellence programme designed to demonstrate and improve the value and services of Councils.

Budget

An additional \$2.4 million revenue is forecast. A significant amount of the forecast increased revenue is due to Council borrowing an additional \$40 million from LGFA to pre-fund capital expenditure while the borrowing rates are low, and investing surplus funds to obtain an interest enhanced position. Forecast internal interest revenue is also \$0.4 million higher than anticipated due to internal loans within the Rivers and Drainage Schemes Activity being higher than budget due to capital project delivery and associated subsidies. This revenue is offset by an increase in internal interest costs.

KPI commentary

The Performance Measure for the Corporate Group of Activities is reported annually.

LEVEL OF SERVICE

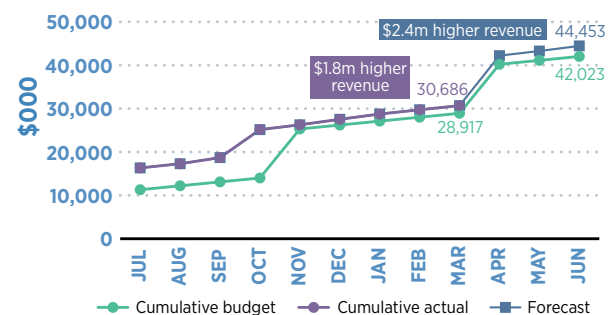
Reduce carbon emissions through the installation of energy efficient systems in building refurbishments

Key Performance Measure: Reduction of carbon emissions in relation to building energy use at the Tauranga and Whakatāne sites (baseline is 2016/17 emissions)

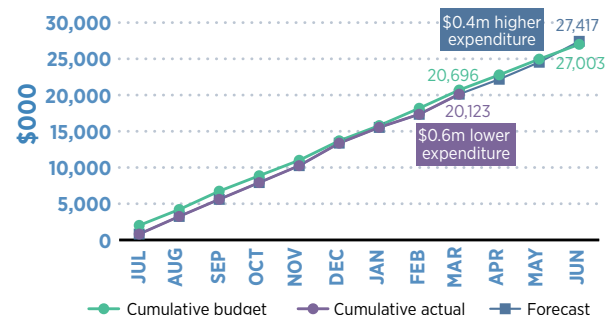
TARGET	RESULT	YTD	FORECAST
80% of baseline	●	●	●

Corporate Services Budget compared to Actual and Forecast 2018/19

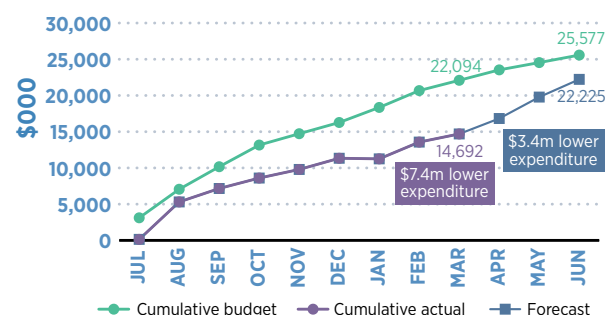
OPERATING REVENUE *excludes investment income allocated*



OPERATING EXPENDITURE *excludes overheads allocated*



CAPITAL EXPENDITURE







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