

# Regional Council

## **NOTICE IS GIVEN**

that the next meeting of the **Regional Council** will be held in the **Council Chambers, Regional House, 1 Elizabeth Street, Tauranga** on:

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**Tuesday, 2 June 2020 commencing at 9.30 am**

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This meeting is open to the public.

Fiona McTavish  
Chief Executive  
22 May 2020





# Council

## Membership

<b>Chairperson</b>	Chairman Doug Leeder
<b>Deputy Chairperson</b>	Cr Jane Nees
<b>Members</b>	All Councillors
<b>Quorum</b>	Seven members, consisting of half the number of members
<b>Meeting frequency</b>	Six weekly or as required for Annual Plan, Long Term Plan and other relevant legislative requirements

## 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.

## Role

- 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.
- Review and decide the Council's electoral and representation arrangements.
- Consider issues of regional significance which are not the responsibility of any specific standing committee or that are of such regional significance/high public interest that the full Council needs to decide on them.
- Adopt Council's Policy on Significance and Engagement Policy.
- Develop, adopt and implement the Triennial Agreement, Code of Conduct and Standing Orders.

- Consider and agree on matters relating to elected members' remuneration.
- Appoint the Chief Executive, 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.
- Oversee the work of all committees and subcommittees.
- 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.
- Monitor and review the achievement of outcomes for the Bay of Plenty Community.
- 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 Regional Council policy.
- Address strategic corporate matters including property and accommodation.
- Consider and agree on the process to develop the Long Term Plan, Annual Plan and Annual Report.
- Adopt the Long Term Plan, Annual Plan and budgets variations, 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).
- Develop, review and approve Council's Financial Strategy and funding and financial policies and frameworks.
- 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.

## Delegations from Council to committees

- Council has a role to monitor the functioning of all committees.
- Council will consider matters not within the delegation of any one Council committee.
- 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, 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.



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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 Confidential Business to be Transferred into the Open

## 6 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:**

<b>General Subject of Matter to be Considered</b>	<b>Reason for passing this resolution in relation to this matter</b>	<b>Grounds under Section 48(1) LGOIMA 1987 for passing this resolution</b>
<b>8.1 Appointment of Directors to Council Controlled Organisation</b>	<b>To protect the privacy of natural persons</b>	<b>Good reason exists under Section 48(1) LGOIMA 1987 to exclude the public</b>

### **8.1 Appointment of Directors to Council Controlled Organisations**

This report will be distributed under separate cover.

## **9 Confidential Business to be Transferred into the Open**

## **10 Readmit the Public**

## **11 Consideration of Late Items**

## **12 Closing Karakia**







# Reports





**Receives Only – No Decisions**

**Report To:** Regional Council

**Meeting Date:** 02 June 2020

**Report From:** Fiona McTavish, Chief Executive and Douglas Leeder, Council Chairman

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## **Annual Plan 2020/21 Deliberations - Introduction**

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### **Executive Summary**

This paper provides a brief update and introduction to the operating environment and context within which the Annual Plan 2020/21 is being developed and will be operative.

### **Recommendations**

**That the Regional Council:**

**1 Receives the report, Annual Plan 2020/21 Deliberations - Introduction**

#### **1 Introduction**

The environment within which this Annual Plan 2020/21 is being developed and will be operative is unprecedented due to the impact of COVID-19. As a Council, we have an opportunity to lead the way, regionally and nationally, by doing things in new ways that contribute strongly to the four wellbeings: social, cultural, environmental, and especially in the current situation, economic. There is an opportunity for transformational change.

This regional recovery process, done well, will allow the Bay of Plenty region to not only recover from COVID-19, but also ensure its communities thrive. Together with our equally motivated partners across central and local Government, Maori and other partners and stakeholders, we have the opportunity to tackle some of the critical challenges facing the region, in a time of unparalleled central government support. We have a crucial opportunity to transition towards a low-carbon economy and reduce the impact of climate change much more quickly than we had anticipated.

At the same time, we will retain a paramount focus on organisational agility and efficiency. Sound fiscal planning, and consequent regional affordability, will be core to our approach.

In this context, the Annual Plan is a key first step towards supporting regional recovery, and ensuring we have the right foundation as we build towards our next Long Term Plan 2021-2031.

Fiona McTavish  
**Chief Executive**

Douglas Leeder  
**Council Chairman**

**22 May 2020**



Receives Only – No Decisions

**Report To:** Regional Council

**Meeting Date:** 02 June 2020

**Report From:** Karen Aspey, Director, People & Leadership

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## Annual Plan 2020/21 Deliberations - Overview

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### Executive Summary

This Annual Plan 2020/21 is being developed in an environment heavily shaped by COVID-19. There has been, and will continue to be, unprecedented economic turbulence with impacts across our entire community. In responding to this environment, we aim to be agile and pragmatic as we help facilitate the recovery of the economic, social, cultural, and environmental wellbeings of our community, with a particular focus on job creation where it aligns with our core roles. 2020/21 is thus likely to be an extraordinary year.

This paper provides an overview of the Annual Plan 2020/21 deliberations process. The deliberations papers set out in this agenda contain information and advice to assist Council's decision-making. Where relevant, proposals have been evaluated against a set of criteria including contribution to Council outcomes and linked wellbeings, contribution to Long Term Plan performance goals, and significance. Climate change and implications for Māori partnerships have also been considered. Deliberations papers are grouped as follows:

- *Our Financial Position:* Our current financial situation, proposed efficiency savings, possible service reductions, and updated costs relating to civil defence.
- *Community and Region:* Public feedback on our Information Document, community funding requests, partnerships with Maori, and engagement with youth.
- *Responding to COVID-19:* Regional Recovery Project.
- *Specific Project Papers:* Flood control and protection, and Motiti Island activities.

Councils are not required to consult on their Annual Plans, and on 24 March, Council decided not to undertake formal consultation on Annual Plan 2020/21. At the same meeting, to lessen the financial impact of COVID-19 on our community, Council directed work towards a zero percent increase to general rates and no changes to various fees and charges.

In addition, Council decided to release an Information Document, which was published on 15 April 2020 and which set out the main changes we planned to make to services compared to the Long Term Plan 2018-2028. A small amount of public feedback was received.

The draft Annual Plan 2020/21 budget has been revised since the Council meeting in March 2020, and detail is provided in the '*Annual Plan Deliberations 2020/21 – Budget Update*' paper. Decisions to fund one-off pieces of work via particular funding mechanisms for the 2020/21 may have implications for LTP 2021-2031.

## Recommendations

That the Regional Council:

- 1 Receives the report, **Annual Plan 2020/21 Deliberations - Overview**;

### 1 Introduction

The Local Government Act (2002) (LGA) states that the purpose of local government is to promote the social, economic, environmental, and cultural wellbeings of communities in the present and for the future. The primary instruments whereby this purpose is achieved are the Long Term Plan (LTP) and Annual Plan (AP) cycles. The LTP sets out a ten-year work programme that is reviewed on a three-year cycle. The current Council LTP covers the period 2018-2028 and is due for replacement on 1 July 2021 with a plan covering 2021-2031.

The Annual Plan sets out differences between what Council said it would do in the LTP, and what Council now intends to do, including setting rates for the 2020/21 financial year. Council must adopt the Annual Plan 2020/21 by 30 June 2020.

An overview of the Annual Plan 2020/21 process is shown below.

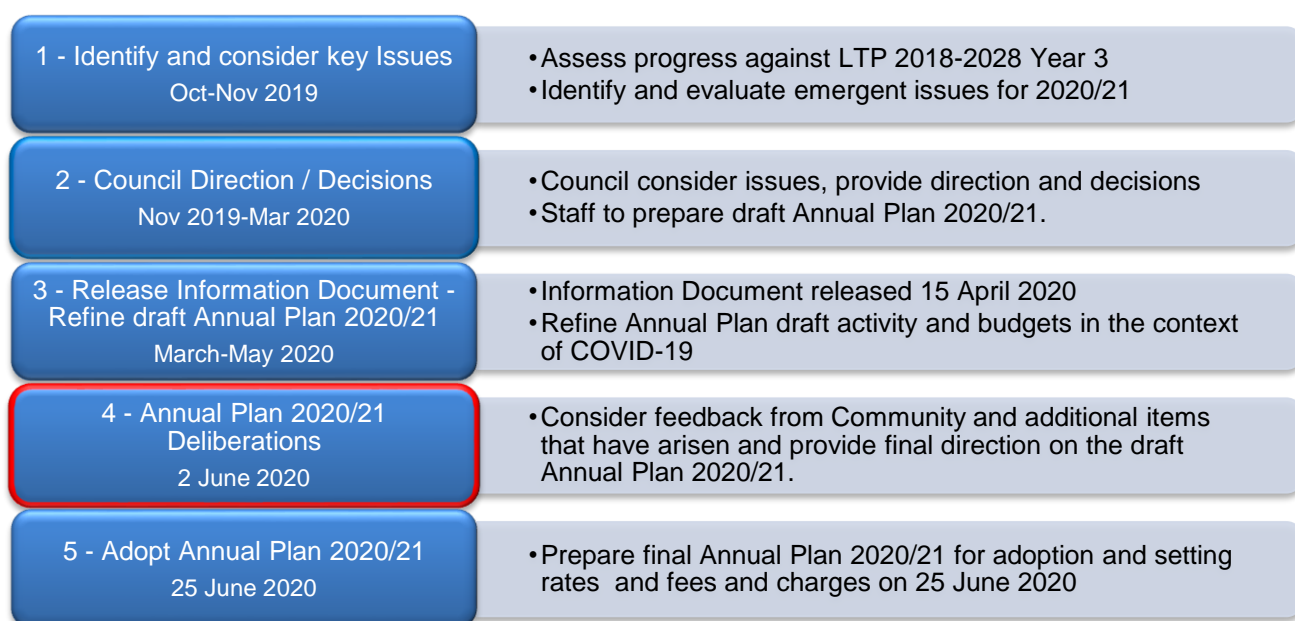


Figure 1: Annual Plan 2020/21 Process

At the Council meetings on 12 December 2019 and 24 March 2020, Council provided direction to staff on the preparation of the Annual Plan 2020/21. This included:

- Decisions in relation to the inclusion or exclusion of a range of proposals in the draft budget for Annual Plan 2020/21
- To make no changes to our RMA section 36 Fees and Charges for 2020/21 and keep these at the 2019/20 level.

- To seek to deliver a zero percent general rates increase, by utilising Council’s financial reserves and maintaining its internal efficiency targets.
- For staff to undertake targeted consultation with members of the community who are most directly impacted by Stage 6 of the Rangitaiki Floodway Project.

## 2 The Annual Plan in broader context

Traditionally, Annual Plan years are not characterised by significant change from the course laid out in the associated LTP. However, this Annual Plan 2020/21 is being developed in an unusual environment heavily shaped by COVID-19 and its downstream economic effects. As a result, Council is looking to all areas of its operations as it considers its long term planning and how it can support the recovery process in a post-COVID-19 environment, particularly through job creation in areas aligned to its core roles.

The high-level relationship between the Annual Plan, Regional Recovery Plan, and the next Long Term Plan 2021-2031 is shown in the following diagram. The next opportunity for substantive change to the current 2020/21 Annual Plan programme will be at the completion of the Regional Recovery Programme in September 2020. At that point, Councillors may choose to (a) fund identified projects from reserves earmarked for the purpose; they may (b) choose to initiate a Special Consultative Process for any major in-year projects not fundable from earmarked reserves; or (c) they may choose to integrate recommendations into the Long Term Plan 2021-2031.

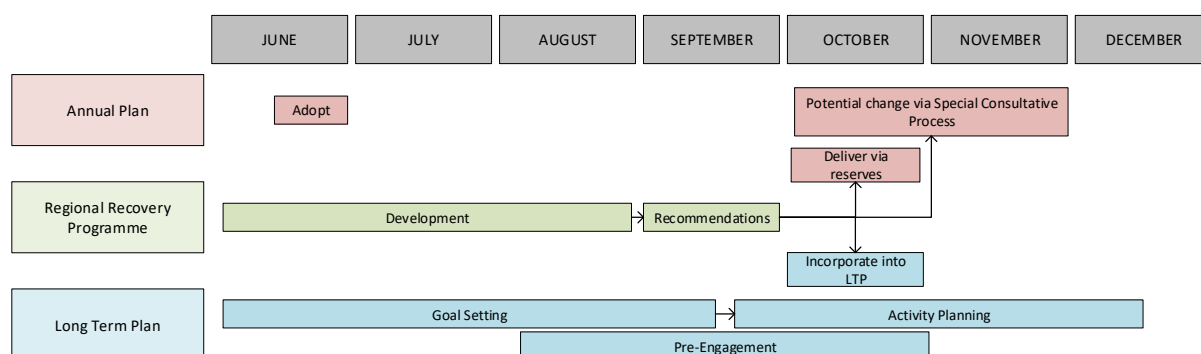


Figure 2 - Plan Timelines

It is likely that the Regional Recovery Programme will not be the only mechanism whereby potential change to the in-year budget will mooted. There is significant work underway at the central government and broader local government level, much of which may have implications for Council’s anticipated 2020-21 work programme. The final work programme and budget for 2020-21 may differ from that agreed today.

## 3 Long-term Plan implications

Significant attention is being given in this Annual Plan to mitigating the economic and social harms associated with COVID-19. Much of this is currently positioned as one-off investments paid for via various mechanisms, including the use of reserves. It should be emphasised that one-off investments may have out-year implications for the upcoming LTP, at which time the current funding source may no longer be sustainable, and alternative sources including the use of general or targeted rates may need to be considered.

## 4 Criteria and process for deliberations decision-making process

#### 4.1 Process for decision making

Council has nine deliberation position papers to consider including this one. It is expected that this will result in a number of decisions that will impact the Annual Plan 2020/21 budget. Due to the potential cumulative impact of decisions on the final Annual Plan 2020/21, it is recommended that Council makes decisions in a two-step process:

- First, 'in principle' decisions on all the recommendations in the deliberations **papers** should be made.
- Second, Council should then review the 'in principle' decisions and confirm or amend them at the end of the meeting.

This process allows for the cumulative financial and operational impact of the 'in principle' decisions to be considered and if necessary, amendment of some of the decisions before the motion is put to the meeting.

#### 4.2 Supporting Councillor decision making

Where relevant, staff have independently evaluated proposed recommendations against a set of criteria derived from existing strategic documentation:

- **Contribution to Council Outcomes and Four Wellbeings:** Whether the proposal directly contributes to one or more of Council's four Community Outcomes and their associated wellbeings (social, cultural, economic, and environmental). What the contribution mechanism is, and how strong the evidence for the contribution is.
  - The above includes a specific COVID-19 lens on contribution to *A vibrant region/economic* wellbeing via job creation that is aligned to our core roles.
- **Contribution to Council Goals/Levels of Service** - whether the proposal directly affects (enhances or reduces) Council's ability to deliver against one or more of its current Levels of Service in 2020/21, and if so, how and to what extent?
- **Contribution to current Council Priorities:** Whether the proposal contributes to Climate Change and/or Maori partnerships.

The specific questions used for evaluation are attached as an appendix to this paper.

### 5 Annual Plan 2020/21 – Deliberations Agenda papers

Deliberations papers focus on issues that have a quantifiable impact on Council's intended service delivery through Annual Plan 2020/21 and are grouped into five categories as set out in the table below. As noted, areas of uncertainty, but expected change, such as central government policy, may not be addressed in full through these Annual Plan deliberations. It is anticipated that there will be further budget changes throughout the year.

Section	Paper	Summary of Paper/Recommendations
Introduction	Introduction from Chair and Chief Executive	Summary of current situation in the COVID-19 environment.
	Overview	Process for Annual Plan 2020/21 and relationship of AP with LTP and Regional Recovery Plan.



<b>Our Financial Situation</b>	Financial Summary and Choices	Current financial position, including opportunities for efficiency savings. Potential cuts in services leading to further expenditure reductions.
	CDEM Costs	Financial effects of COVID-19 on CDEM function, timeline for reimbursement, and use of targeted rates reserve.
<b>Community and Region</b>	Community Views	Feedback from AP Information Document. Community funding requested. Relationships with Māori and potential approaches for youth engagement.
	Regional Development	A summary of recent activity associated with UFTI, SmartGrowth, and similar initiatives.
<b>Responding to COVID-19</b>	Regional Recovery Programme	A summary of the Regional Recovery Programme and request for funding to develop plan.
<b>Specific Projects</b>	Flood Protection and Control	Feedback on proposal to central government for funding and proposed rates deferral.
	Motiti Island	Description of proposed approach to education and enforcement as well as future approach.

Table 1: Summary of Annual Plan 2020/21 Deliberations Papers

## 6 Financial summary section

Financial implications are addressed in the Budget Update paper, and the associated Deliberation papers.

## 7 Implications for Māori

Specific comments relating to Māori are included in relevant papers in this Agenda. Our particular focus on job creation aligned to our core roles in our evaluation criteria will have positive benefits for Maori.

## 8 Implications for climate change

Specific comments relating to climate change are included in relevant papers in this Agenda.

## 9 Significance and Engagement Policy

Through the development of the Annual Plan 2020/21, Council has followed its Significance and Engagement Policy and the Annual Plan requirements set out under the Local Government Act 2002. It is considered that the decision-making requirements of Part 6 of the Local Government Act 2002 have been met.

## 10 Community outcomes

Relevant papers in this Agenda support the delivery of all four Community Outcomes set out in the Council's Long Term Plan 2018-2028: A Healthy Environment, Freshwater for Life, Safe and Resilient Communities, A Vibrant Region. In particular, there is a focus on job creation aligned to our core roles to enable achievement of A Vibrant Region.

## 11 Next steps

At the conclusion of deliberations, staff will update all text and financial information in the draft Annual Plan 2020/21. The draft Annual Plan is intended to be read alongside the Long Term Plan 2018-2028 and effectively serves as an update to year three of that plan. The final Annual Plan is due to be adopted at the Council meeting on 25 June 2020.

<b>Date</b>	<b>Task</b>
2 June 2020	Council deliberations.
3 June – 17 June 2020	Staff update and prepare all text, graphs, tables and financial information in the Draft Annual Plan 2020/21.
18 June 2020	Council meeting agenda and final draft Annual Plan 20/21 (for adoption) document is distributed.
25 June 2020	Council meeting to <b>adopt final Annual Plan 2020/21</b> , fix Resource Management Act and Building Act Fees and charges and set rates for 2020/21.
1 July 2020	Annual Plan 2020/21 is operative.

*Table 2 Key Dates – Annual Plan 2020/21 development.*

Zhivan Alach  
**Organisational Performance Manager**

**for Director, People & Leadership**

**22 May 2020**

# **APPENDIX 1**

## **Criteria for Evaluation of Proposals**



## DETAILED EVALUATION QUESTIONS

1. Will this proposal trigger Council's Significance and Engagement Policy?
2. Is this proposal inconsistent with a previous Council decision?
3. Is this proposal in support of activity required under legislation Regional Council operates under? E.g. LGA, RMA, Biosecurity Act, others?
4. Will this proposal directly affect (enhance or reduce) Council's ability to deliver against one or more of its current Levels of Service within the current year, and if so, how and to what extent?
  - 4.1. How strong is the evidence that this proposal will directly affect Council's ability to deliver against one or more of its current Levels of Service within the current year?
5. Will this proposal affect the maintenance and enhancement of our air, land, freshwater, geothermal, coastal resources, and/or biodiversity? Include any effects on climate-change related issues such as coastal erosion, as well as broader environmental wellbeing aspects.
  - 5.1. e.g. "it will reduce particulate matter in Airshed X by 25%"
  - 5.2. How strong is the evidence that this proposal will affect the maintenance and enhancement of our air, land, freshwater, geothermal, coastal resources, and/or biodiversity?
6. Will this proposal affect the maintenance and improvement of the quality and quantity of the region's fresh water resources? Include any effects on climate-change related issues such as coastal erosion, as well as broader environmental wellbeing aspects.
  - 6.1. e.g. "it will make three currently unswimmable lakes safe for swimming"
  - 6.2. How strong is the evidence that this proposal will affect the maintenance and improvement of the quality and quantity of the region's fresh water resources?
7. Will this proposal affect the maintenance and improvement of our communities' safety in terms of their resilience to natural hazards?
  - 7.1. e.g. "it will ensure this isolated coastal community has sufficient food and other supplies to survive separation for up to a week in the case of a natural disaster"
  - 7.2. How strong is the evidence that this proposal will affect the maintenance and improvement of our communities' safety in terms of their resilience to natural hazards?
8. Will this proposal affect regional economic development that is based on an understanding of the Bay of Plenty and how Council can best add value? Include any effects on broader economic, social, and cultural well-beings.
  - 8.1. e.g. "it will create seven permanent jobs and 26 seasonal jobs"
  - 8.2. How strong is the evidence that this proposal will affect regional economic development that is based on an understanding of the Bay of Plenty and how Council can best add value?
9. Will this proposal provide a significant level of support to economic recovery in the Bay of Plenty?
  - 9.1. If so, how, and to what extent?





**Report To:** Regional Council  
**Meeting Date:** 02 June 2020  
**Report From:** Karen Aspey, Director, People & Leadership

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## Annual Plan 2020/21 Deliberations - Community Views

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### Executive Summary

This paper provides an overview of key community views and perspectives relevant to the Annual Plan 2020/21. These include feedback on our Information Document, community funding requests, partnering with Maori, and engaging with youth. Based on staff recommendations, there is a funding implication of \$250,000 for Annual Plan 2020/21 from this paper.

#### 1. Information Document feedback

At its meeting on 24 March 2020, Council decided not to undertake formal consultation on its Annual Plan 2020/21 and instead to release an Information Document (ID), which was published on 15 April 2020. Eleven items of feedback were received, including four funding requests, and three people/organisations have asked to speak to Council in relation to their feedback.

#### 2. Community Funding Requests

Community funding requests were received from (1) Water Safety New Zealand, (2) Western Bay Museum, (3) Toi Kai Rawa Trust, and (4) Toi EDA. Staff have assessed these through the Community Initiatives Fund (CIF) criteria.

It is recommended that Toi Kai Rawa receive \$250,000 of the \$400,000 requested in 2020/21. While Toi Kai Rawa projects largely meet funding criteria, as they are a new entity it is sensible to take a staged approach to funding to mitigate delivery risk.

It is recommended that Toi Kai Rawa and TOI EDA request funding through the Regional Recovery Programme with an estimate of September 2020 for decisions.

#### 3. Māori Relationships and Thriving Partnerships

At its meeting on 24 March 2020, Council decided to include additional funding of \$700,000 in Annual Plan 2020/21 to improved partnerships with Maori within our region. This item provides a brief update, including the results of due diligence.

#### 4. Engaging with Youth - update

This paper provides a brief summary of current youth engagement practices. Staff are

currently considering a range of future engagement options to build on existing levels of youth engagement. This item recommends staff work with regional youth to further explore how youth would like to engage with the work of Council.

## **Recommendations**

**That the Regional Council:**

- 1 Receives the report, Annual Plan 2020/21 Deliberations - Community Views;**
- 2 Note feedback received in relation to the Annual Plan 2020/21 Information Document**
- 3 Agree with staff recommendations on community funding requests to;**
  - a. Approve part funding of \$250,000 in Annual Plan 2020/21 for Toi Kai Rawa and that this funding will be applied to:**
    - i. General Expenses \$100,00**
    - ii. Māori Business network \$70,000**
    - iii. Social Procurement \$30,000**
    - iv. Whenua Māori Solutions Lab \$50,000**
  - b. Decline the following funding requests through Annual Plan 2020/21 and invite to apply through the LTP 2021-2031**
    - i. Water Safety New Zealand – \$25,000**
    - ii. Western Bay Museum – \$30,100**
  - c. Refer the following funding requests for consideration through the proposed Regional Recovery Programme.**
    - i. Toi EDA - \$270,000 of which \$70,000 is categorised as priority**
    - ii. Toi Kai Rawa Trust, remaining \$150,000 of the \$400,000 requested in 2020/21.**
- 4 Note progress with funding associated with Maori partnerships;**
- 5 Endorse further work by staff on approaches to youth engagement**

### **1 Background**

Council decided on 24 March 2020 not to formally consult on Annual Plan 2020/21, but instead to release an Information Document (ID) and consider any feedback received. Alongside the above, Council had also directed work aimed at improving partnerships with Maori, as well as the quality and extent of engagement with youth in the work of Council.



## 2 Information document feedback

The ID was published on Council's website on 15 April 2020 and promoted via electronic newsletters, social media, and media releases. It was also advertised via public notices, newspaper advertisements, and radio advertisements. Eleven individuals or organisations provided feedback, three of which have also requested to speak to Council. Time will be allocated at the start of the meeting for this.

One of these individuals, Scotty Muir has requested to speak to his feedback submission requesting a second telemetry site at the Whirinaki Bridge in Galatea. Staff have noted that a site would cost \$6,000-\$15,000, recent enhancements have been made in this area, and improvements to provide an increased level of confidence in operation during flood events are already included in an asset upgrade plan.

A high level summary of the feedback received is set out in Table 1, and further detail is included in an appendix.

Table 1: Feedback Received

Feedback Type	Number	Action
Annual Plan feedback or enquiry	5	Staff have actioned ref: Appendix 1
Funding request	4	Assessed and recommendations made in this report
Enquiry for a separate Council process	2	Relevant staff have contacted writer
<b>Total Feedback Received</b>	<b>11</b>	

## 3 Funding Requests

Regional Council set aside \$200,000 per annum for years 1 - 3 in the Long Term Plan 2018-2028 for community initiatives via the Community Initiatives Fund (CIF). Selection criteria include supporting and/or enhancing the work of Council and the availability of other funding. The CIF was fully allocated through the Long Term Plan 2018-28 but Council continues to receive funding requests, including four relating to Annual Plan 2020/21.

These community funding requests were assessed by staff against existing CIF evaluation criteria, with the results as follows:

Organisation	Requested Funding	Staff Recommendation
Water Safety New Zealand	\$25,000	Decline funding through AP 2020/21, invite to apply through the LTP 2021-2031
Western Bay Museum	\$30,100	Decline funding through AP 2020/21, invite to apply through the LTP 2021-2031
Toi Kai Rawa Trust	\$400,000	Approve \$250,000 through AP 2020/21.
Toi EDA	\$270,000	Recommend submitting to Regional Recovery Programme later this year. Of the \$270,000 approximately \$70,000 is priority to deliver four priority projects (see section 3.2).

Further detail on all four funding requests is below.

### 3.1. **Water Safety New Zealand**

Funding of \$25,000 has been requested to contribute to community engagement, water safety messages, Maori engagement, coastguard collaboration, and stakeholder and provider collaboration. This request is for ongoing annual funding. Regional Council agreed to fund the Annual Plan 2019/20 application on the understanding it was for a single year only, rather than an ongoing cost.

This proposal scored mid-range against the CIF assessment criteria (see Appendix). There is no CIF funding available. There is no capacity to support this funding within existing Activity budgets. Staff recommend declining for Annual Plan 2020/21 but inviting application for LTP 2021-2031.

Water Safety have requested the opportunity to speak to councillors.

The financial implication for Annual Plan 2020/21 will be nil if Council approves the staff recommendation to decline.

### 3.2. **Western Bay Museum**

Funding of \$30,100 has been requested to pay for the Treasuring our Place Environmental Programme, which allows primary school children to explore local nature. This request is for a single year of funding. Staff note that the applicant is currently delivering above agreed milestone expectations. This is not work that BOPRC would be looking to deliver directly in the absence of this programme being funded.

This proposal scored mid-range against the CIF assessment criteria. There is no CIF funding available. There is no capacity to support this funding within existing Activity budgets. Staff recommend declining for Annual Plan 2020/21 but inviting application for LTP 2021-2031.

Western Bay Museum have requested the opportunity to speak to councillors.

The financial implication for Annual Plan 2020/21 will be nil if Council approves the staff recommendation to decline.

### 3.3. **Toi Kai Rawa Trust**

Funding of \$400,000 per annum for three years has been requested by Toi Kai Rawa (TKR). TKR is a charitable trust established in January 2020 from He Ohooho, the Regional Maori Economic Strategy. It operates as a Māori economic development organisation and is focused on four key strategic areas of Whenua Ora (Land), Pakihi Ora (business), Rangatahi Ora (youth) and Tangata Ora (Communities).

Councillors received briefings from representatives of TKR on 12 and 14 May 2020. Each component of the request has been assessed separately using the CIF criteria. As a new entity, consideration has been given to staging funding approvals to ensure that funding delivers against expectations.

#### **3.3.1. TKR - General Expenses**

This proposal scored mid-range against the CIF assessment criteria. General expenses are partly funded through Priority One and other sources. The established board attracts substantial in-kind support through the level of voluntary work. There are stated to be strong advantages to a “by Māori for Māori” approach to economic development. Funding of \$100,000 for Annual Plan 2020/21 is recommended and included in the \$250,000 total for Toi Kai Rawa in section 3.3.

### **3.3.2. TKR – Māori Business Network**

This proposal scored high-range against the CIF assessment criteria. The ability to gain strong regional and sub-regional views and collaboration will assist with recovery planning and delivery. The ability to leverage expertise across similar Māori businesses is currently not provided consistently across the region.

Funding of \$70,000 for Annual Plan 2020/21 (70% of the requested amount) is recommended, and included in the \$250,000 total for Toi Kai Rawa in section 3.3, with the balance to be applied for post-September via the Regional Recovery Programme once a track record of delivery has been established.

### **3.1.3. TKR – Social Procurement**

This proposal scored mid-range against the CIF assessment criteria. The defined outcomes of this constituent proposal are unclear. There is a potential to gain relevant input on Council’s broader social procurement framework and upskill Māori firms to effectively tender for work and develop skills that could affect equity considerations and the ability of Māori to participate.

Funding of \$30,000 (30% of the requested amount) is recommended for Annual Plan 2020/21, and included in the \$250,000 total for Toi Kai Rawa in section 3.3, with the balance to be applied for post-September via the Regional Recovery Programme once a track record of delivery has been established.

### **3.1.4. TKR – Whenua Māori Solutions**

This proposal scored high-range against the CIF assessment criteria. It aims to develop Whenua Māori to promote economic and environmental well-being that is stated to be a long-standing but undelivered opportunity region across the region. This area attracts significant central government interest. There is the potential to unlock the 40% of land owner by Māori and access various central government funds.

Funding for \$50,000 (50% of the requested amount) is recommended, and included in the \$250,000 total for Toi Kai Rawa in section 3.3, with the balance to be applied for post-September via the Regional Recovery Programme once a track record of delivery has been established.

One of the risks in agreeing to this funding is setting a precedent for other economic development/Maori organisations.

## **3.2. Toi EDA**

The Eastern Bay of Plenty Economic Agency (Toi EDA) has requested \$270,000 in funding, \$70,000 of which is tagged as priority funding to deliver four projects: (1) a digital connectivity strategy focused at rural communities (\$20,000), (2) a talent and investment attraction programme (\$25,000), (3) an employment supply/demand data study (\$15,000), and (4) a regional airport hub study (\$10,000).

Toi EDA currently receive \$10,000 per annum from Council, as well as in-kind support through the provision of office space valued at \$15,000.

The detailed information required to adequately assess the benefits of this investment has not been received by Council; a CIF assessment was carried out with the information at hand. As such, and given the alignment of this work with Council's own Regional Recovery Programme, it is recommended that funding not be allocated for Annual Plan 2020/21 but instead be considered in September when that Programme reports to Council.

The immediate financial implication for Annual Plan 2020/21 will be nil if Council approves the staff recommendation to consider in September 2020. The financial implication will need to be considered if this application is assessed later in the year.

#### 4 **Māori Relationships and Thriving Partnerships - update**

At the Council meeting of 24 March 2020, Council agreed to commit \$700,000 in funding to several proposals aimed at resetting relationships with Maori, laying the groundwork for successful future relationships, and building internal capacity and capability, subject to further due diligence. Progress on the component requiring further due diligence is as follows:

1. Establishment of a **Te Arawa Environmental Service Hub** through Te Arawa Lakes Trust (\$350,000). Due diligence has been completed, including review of the detailed implementation plan prepared by Deloitte. Staff and TALT agree that risks remain in relation to the Hub's mandate to represent the views of hapū/iwi. Funding has been allocated for Annual Plan 2020/21, but staff recommend a six-month operational trial with an option to discontinue if the arrangement is not effective, sustainable, or suitable. If that situation eventuated, expenditure might be less than the budgeted amount. Staff also recommend that a clear Service Level Agreement be in place before trial commencement, which may mean that the trial begins later than 1 July 2020.

The financial implication for Annual Plan 2020/21 is \$700,000 operating expenditure funded from general funds, this has already been included in the Annual Plan 2020/21 draft budget, as per comments above. There are no additional implications to consider.

#### 5 **Engaging with Youth - update**

Youth (people aged 10 to 24) make up 19% of the Bay of Plenty's population, with rangatahi Maori making up 27% of the Maori population. Both numbers are above the national average and are forecast to continue rising. Currently, Council supports a range of youth engagement projects, including:

1. **Taiohi Taiao Youth Jam:** An annual summit with secondary students focused on a specific kaupapa (e.g. climate change, biosecurity, fresh water);
2. **Instep Young Leaders programme:** A programme to foster leadership and civic participation in young leaders from secondary schools in the Western Bay
3. **Hands on Water:** An annual event focused on fresh water with approximately 200 primary school students from 20 schools attending.

4. **Enviroschools programme:** A programme focused on freshwater, zero waste, living landscapes, ecological buildings, and energy, with approximately thirty schools participating in the Bay of Plenty.
5. **Waiora teacher workshops:** An annual free workshop for teachers and community groups to learn about basic freshwater science and how to use a water monitoring kit
6. **Newsletters:** Pollution Busters (quarterly print/digital aimed at 4-12 year olds), Plenty for Teachers (quarterly print/digital), and Monthly Regional Environmental Education Forum, a digital newsletter focused on sustainability and youth.

Current activities involve 0.6 FTE of staff time and approximately \$35,000 in direct funding. Staff are currently exploring a range of options utilised in other parts of New Zealand that could be used to build on existing levels of youth engagement.

Staff recommend that Council uses existing resourcing levels to introduce some new engagement mechanisms for Annual Plan 2020/21, while conducting more in-depth and fundamental research into potential improvements to youth engagement via the Long Term Plan process.

The financial implication for Annual Plan 2020/21 will be nil if Council approves the staff recommendation to use existing resources to carry out this activity.

## 6 Implications for Māori

Over the past few years, Iwi have noted the limited capacity they have available to keep pace with the constantly changing local government operating environment. Responding to tight timeframes has oftentimes resulted in unfulfilled or reactive responses. A series of regional hui held last year resulted in Iwi identifying the following possible approaches to improving this:

- Greater participation in Council decision making processes;
- Partnerships with tangata whenua across a range of issues;
- Better modes of communication and responsiveness to tangata whenua;
- Recognition and provision for mātauranga Māori; and
- Provision of resources to support building Maori capability and capacity.

The initiatives proposed in this paper represent a move towards enhancing Māori capacity, improving how we work together, and a shift towards developing partnership models. Supporting TALT's sub-regional environmental hub is innovative and may be of significant value for Iwi and Council in the long term. Across the region, other ideas or models may emerge and there may be value in supporting hapū/iwi in the exploration and design of fit-for-purpose models. Supporting the establishment of Toi Kai Rawa and a regional approach to Māori Economic Development has the potential to greatly assist regional recovery planning and promoting a "by Māori for Māori" approach.

Given the percentage of youth amongst the Maori population, rethinking opportunities for enhanced rangatahi/taiohi/youth engagement has the potential to improve Maori participation.

Investment in building internal capacity in a sustainable manner will serve to further enhance our work force's ability to relate to, engage and work with Māori. This will further improve Iwi-Council relationships.

## 7 Budget Implications

Staff have recommended funding of \$250,000 for Toi Kai Rawa in Annual Plan 2020/21. The table below summarises the funding impact.

Financial Impact (Inflated numbers)												
\$000		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
<b>Operating Expenditure</b>												
Toi Kai Rawa Trust funding		250	-	-	-	-	-	-	-	-	-	250
<b>Total Operating Expenditure increase</b>		<b>250</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>250</b>
<b>Net cost to council</b>		<b>(250)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(250)</b>
<b>Rates Impact</b>												
\$000	%	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
General Rates	100%	250	-	-	-	-	-	-	-	-	-	250
<b>Total Rates</b>		<b>250</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>250</b>
<b>% movement</b>												
General Rates	100%	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89

In addition, staff have recommended that three of the four community funding requests be rejected or delayed until the LTP/Regional Recovery process. Council has already approved \$700,000 in Annual Plan 2020/21 for Maori Partnerships.

## 8 Community Outcomes

Involving our communities in our decision-making, as summarised in this paper, contributes most strongly to *A vibrant region*. Participation in democratic processes is a key element of this outcome.

Zhivan Alach  
Organisational Performance Manager

for Director, People & Leadership

22 May 2020

# **APPENDIX 1**

## **Summary of Community feedback draft Annual Plan 202021**





**Annual Plan 2020/21 - Community feedback on draft Annual Plan 2020/21**

<i>firstname</i>	<i>lastname</i>	<i>organisation/in individual</i>	<i>organisation name</i>	<i>Funding request</i>	<i>Requested to speak?</i>	<i>Summary of feedback</i>	<i>Staff Response</i>
Janine	Bollee	Individual	n/a	No	No	Feedback in relation to Motiti Sanctuary Plan Change (staff: Regional Coastal Environment Plan (RCEP))	Staff have contacted writer and provided information on the RCEP.
Jim	Stanton	Organisation	Lakes Rotoiti Community Association Inc	No	No	A series of queries relating to financial aspects contained within the Annual Plan 2020/21 Information Document	Staff have contacted writer and provided information requested.
Natalia	Tropotova	Organisation	PROPERTY COUNCIL NEW ZEALAND	No	No	Enquiry relating to when feedback on Information Document needed to be provided	Staff contracted writer who advised Property NZ will not provide feedback on the Annual Plan and may submit on the LTP
Scotty	Muir	Individual	n/a	No	Yes	Request for BOPRC to invest in second telemetry site at the Whirinaki Bridge in Galatea	Staff noted that recent enhancements have been made in this area and improvements to provide an increased level of confidence in operation during flood events are already included in an asset upgrade plan
Ian	Dustin	Individual	n/a	No	No	Repeat of submission to TCC 2019/20 AP budget with minor additions regarding 430m plan to remove logging trucks	Main BOPRC issue raised is related to funding transport infrastructure. Staff will draft a letter in response outlining councils position
Bruce	Crabbe	Organisation	Minor Rivers and Drainage Schemes managed by ICM Group, Bay of Plenty Regional Council	No	No	Feedback managed by Council staff following consultation with impacted ratepayers that provides updated minor R&D scheme targeted rates for 2020/21.	Staff are processing the updated minor scheme rates for 2020/21 as per the feedback recieved.
Joy	Addison	Individual	n/a (forwarded on by Whakatāne District Council)	No	No	Request to be kept informed with regards to Flood Protection and Drainage bylaw	Transferred to Bylaw process
Steph	O'Sullivan	Organisation	Whakatāne District Council (in relation to Toi EDA – Eastern BOP economic development agency)	No	No	\$70,000 funding support request in relation to Toi EDA	Considered through Deliberations paper
n/a	n/a	Organisation	Water Safety New Zealand	Yes	Yes	Funding of \$25,000 has been requested to contribute to: <ul style="list-style-type: none"> <li>• Community Engagement and Water Safety Messages</li> <li>• Māori Engagement</li> <li>• Coastguard Collaboration</li> <li>• Stakeholder and Provider Collaboration</li> </ul>	Considered through Deliberations paper
n/a	n/a	Organisation	Western Bay Museum	Yes	Yes	Funding of \$30,100 has been requested to pay for the Treasuring our Place Environmental Programme	Considered through Deliberations paper
n/a	n/a	Organisation	Toi Kai Rawa Trust - BOP Regional Māori economic development organisation	Yes	No	\$400,000 funding support request in relation to Toi Kai Rawa Trust	Considered through Deliberations paper



## **APPENDIX 2**

# **Combined community feedback on draft Annual Plan 202021**



## Matthew Searle

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**From:**  
**Sent:** Sunday, 26 April 2020 3:42 pm  
**To:** Annual Plan  
**Subject:** Annual Plan Change

Motiti Sanctuary Plan Change.

Please I wish to find out how I can object to the above plan change as it was not publically notified. It has gone all the way to the environment court with the general public not being made aware.

Furthermore under the RMA I believe any changes to a long term plan (weather during a proposed change in the long term plan, or through the publication of the annual plan) needs to be publically notified and allow submissions.

In this day and age every attempt should be made, not just a small notice in the paper. I have struggled to read through your plans to see the details on the above.

Rumours are:

- 1) You intend to block off many reefs in the regional area around Motiti for fishing.
- 2) No take diving wont be allowed either.
- 3) I also have been told commercial fishing will still be allowed

These changes will take effect very soon yet no public input will be allowed until the long term plan change in 2029.

Yet I cannot find this information in detail in your plans, only references to the environment court decision.

In summary. Please can you summarise the plan change in relation to the above and tell me when public consultations have occurred, how I can submit a response and finally when these changes are due to take effect.

Thank you.

Janine Bollee

Sent from my Samsung Galaxy smartphone.

1. Under Borrowings (Pg 21) can you please explain the statement '*\$50 million to help optimise interest costs incurred by Quayside*'

The LTP 2018-2028 included \$50 million of existing borrowings which Quayside Holdings Limited refinanced via BOPRC with the Local Government Funding Agency in October 2018.

2. In the same section, it is stated '*we will remain well within our debt to revenue ratio limit of 250 percent*'. Can you advise what the percentage will be at the proposed \$221m debt level.

With the proposed debt level at \$221 million as at 30 June 2021 - this is 60% of BOPRC's available debt limit with the Local Government Funding Agency; the debt to revenue ratio is 150%.

3. Can you confirm whether the proposed increase in CAPEX of \$9.2m over the LTP includes the \$5.9m deferred from 2019/20 and/or what specific additional works it is related to.

The CAPEX Budget of \$9.2 million higher than the LTP includes \$5.9m deferred from 2019/20, which relates to the building project at Regional House. It also includes a carry forward of \$3.6 million of work relating to the Rotorua Lakes work programme.

## Matthew Searle

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**From:** Natalia Tropotova <>  
**Sent:** Monday, 4 May 2020 2:03 pm  
**To:** Annual Plan  
**Subject:** consultation for Annual Plan 2020-21

Hi there,

My understanding is that the Council is not planning to run a formal consultation on the Annual Plan 2020-21, given the COVID-19 environment.

However, the Council has released the discussion document. Could you please let me know what is the deadline for providing feedback on that discussion document?

Thanks in advance.

**Natalia Tropotova**  
Senior Advocacy Advisor  
PROPERTY COUNCIL NEW ZEALAND

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### **TOGETHER SHAPING CITIES WHERE COMMUNITIES THRIVE**

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## Submission for 2020/21 Annual Plan

The Rangitaiki River Scheme has the highest debt levels of all the River Schemes. A large portion of this could possibly have been avoided, if there was more accurate data received from above the Matahina Dam.

I would like the B.O.P.R.C. to give consideration to the funding of a second telemetry site at the Whirinaki Bridge in Galatea.

Reasoning:

The Whirinaki River contributes 45% of the predicted flood flow to the Rangitaiki River in a 100 year flood event.

Trustpower have twice to my knowledge, tried to remove the river water level information from the B.O.P.R.C. website.

Galatea farmers use this information in potential flood events to enable them to make informed decisions on when to move their stock to safety.

This site information also gives farmers', the trends of the river, river rising, river leveling off & river receding etc.

Trout fisherman also use this data.

If the existing site goes down in a flood event, then there is no actual data being sent from the Whirinaki River.

This actually happened during the April 2017 Flood. The site went down when the Whirinaki River was still rising rapidly.

I am aware that the Flood Management Team also uses rain radar. But there would have to be calculations made, and under pressure, it would be easy to make mistakes. A telemetry site gives you hard data with the added bonus that you know how long it will take the water to get to the Matahina Dam.

Whether the cost is \$10,000 or \$50,000, the cost is insignificant when compared to the losses caused by a breach below the Matahina Dam.

I would like to speak on this submission.

Scotty Muir



## **Submission to the Annual plan Budget 2020 2021 from Ian Dustin**

As you can see this is a repeat of my last years submission which is still as relevant now as it was then and I resubmit it in the hope that with better leadership and a new team it will gain some traction this time around.

The **Second Leg** of my plan for the future has been submitted to CIP with a \$430,000,000 budget that will see all logging trucks off our roads at the Rangiuuru log to rail transfer station.

This will be the most significant environmental gain in the region

All fumigation of logs using Methyl Bromide (MB) will also take place at Rangiuuru eliminating the use of MB on the wharf and in ships holds stopping the current 20% leakage of MB into the air at Mount Maunganui.

## **Submission to the Annual Plan Budget 2019 2020 from Ian Dustin**

This is the second year of the Councils Long Term Plan 2018-2028

The Long Term Plan identifies Rate increases in

1. 2019 8.4%
2. 2020 9.8%
3. 2021 13.2%
4. 2020 13.7%

It projected external debt at \$489,000,000: the actual figure for 2019 / 20 is \$527,000,000

The Consultation Document produced for this period suggests that as an option to mitigate TCC debt levels the Council will review its operational and capital programme during the next LTP process.

It also states that it is looking at different options for funding and financing but states that because of the complexity of the issues involved, unfortunately none of these options will be in place to have an effect within 2019/20. None of these “different options” are identified in the document.

This Council is proposing to lower the average rates increase to 3.9% instead of the 8.4% -9.8% identified in the LTP for 2019/20. It correctly points out that the difference will have to be made up in future years, so 2020/21 could conceivably have a rate of over 17%, a bitter legacy for the New Council to deal with.

Another alternative suggested is reducing capital expenditure on projects proposed in the LTP. This is proposed when the City is in transportation gridlock and continuing infrastructure must be undertaken.

This proposed Annual Plan proposes collecting less rates than the LTP budget while taking the Debt / Revenue ratio out to 188%, over the LTP plan of 179% and reducing new capital investment from \$248 m to \$238m at a time of the fastest growth in our cities history.

The Proposed Annual Plan acknowledges that the budget adjustments will mean that in later years TCC will need to increase revenue, Rates, or reduce debt, although it is silent on how this might be achieved.

In addressing the 2019 2020 TCC Budget I would like to introduce a 3 legged approach that will bring substantial financial security to the City for many years to come but will also address the biggest issue facing all of us every day at this moment in our City's history, traffic management.

All of the issues facing the City are interrelated. "Infrastructure" in a fast growing City like Tauranga rightly gets to carry the blame for the budget deficits and accumulated debt built up by successive past Councils. The massive cost of each of the infrastructure components will continue to burden the Ratepayers unless there is a new approach taken to the historic way we deal with this.

The document states that Council delivers infrastructure at the start of developments, and it takes time to recover these costs from rates and charges. This implies that the current debt of \$527,000,000 will somehow be taken care of through time. That is completely false, this debt is very old and a New Way needs to be found to wipe it off our books.

Every year, but every election year in particular, Councillors highlight the problems the City faces. Without a doubt the largest immediate problem the City is facing is traffic management with commuters from every direction facing gridlock. This cannot be solved by taking on more debt; the City is at its maximum debt levels. It cannot be solved by increasing the rate burden. We see the current increase is proposed at 3.5% while postponing the actual amount required of 7.5%. Council cannot continue to heap rate increases on to the Ratepayers year after year. That 4% deferral must be found at some point by future rate increases.

## **We need a New Way for the future.**

**I propose a Three Pronged approach to solve the immediate and long term problem.**

This will see the current deficit of \$500 Million replaced by a \$500 Million Balance Sheet, **in the Black**.

Tauranga will be able to successfully undertake the major infrastructure projects needed. These include the immediate work required on all roads leading into the City, with long overdue solutions to Welcome Bay / 15<sup>th</sup> Ave. and the Northern Arterial and Totara Street, Hewletts Road being addressed. Other major infrastructure projects needed like the fresh water supply and stormwater protection will be addressed. There will be the ability for the Community to realistically debate sporting and cultural

amenities that are needed and important social issues like housing for the needy will be able to be brought to the Council for its earnest consideration.

I table this manifesto for the mayor and his Council to consider and take forward as a solution to the underlying problem that has faced Councils for the last decades: PUBLIC DEBT

## Leg One

**This involves the partial subdivision of the Papamoa Beach Reserve.**

Along the length of the Reserve there is the potential for 350 new road side dwellings. These can be four deep as in Ocean Beach Road, leaving the majority of the dune structure intact. Currently the Reserve is largely unused and has no actual public amenity value. Under this scheme six new picnic areas would be developed with toilets blocks, BBQ and shaded areas provided. These areas would be patrolled by professional surf life guards from the Papamoa Surf Club and a new surf club that will be established at Taylors Reserve. Papamoa Beach Road would be upgraded and have angled parking along its length, fully planted and cycle ways in both directions.

This greatly enhanced coastal amenity will cater for the huge growth at Papamoa East and all of the residents of Tauranga giving new choices as to where they spend their leisure time at the beach in a safe and comfortable environment. The time of “nappy valley” is over.

The new Community will be designed to give the residents the best possible life, providing for new home buyers through to Ocean Views dwellings.

A breakdown of the new community land values might look like this:

1. Road front	350	Lots @ \$200 k	\$70,000,000
2. One in	350	Lots @ \$350 k	\$122,500,000
3. Two in	350	Lots @ \$750 k	\$262,000,000
4. Ocean Views	350	Lots @ \$1.5 m	\$525,000,000

**This would gross around \$977,500,000**

Very importantly there would be 1,400 new houses within the City limits helping alleviate the housing shortage we are about to experience. This bespoke designed community would offer a fantastic chance for many new home buyers to enter the market while catering for the many people who love to live on the coast.

By this method we can turn the Debt into Credit. We can get on with the big ticket items that need addressing now and we can look forward to Tauranga continuing to be a great place to live with ongoing social, cultural and sporting needs being addressed as they are needed.

## Leg Two

Historically the logs arriving at the Port of Tauranga come by train or trucks. There is about to be a “wall of wood” arrive for export from 2020 on due to plantings in the last century.

The trains will have to become much more frequent as will the numbers of logging rigs entering Mt. Maunganui peninsular.

The Port of Tauranga will greatly benefit from this massive increase in volumes being exported.

It is only fair that POT plays its part in ensuring that this increased logging traffic is managed in such a way as not to unfairly place a financial burden on the ratepayers of Tauranga but also not to add to the congestion on the already full roads.

POT needs to join forces with TCC, BOPRC, and WBOPDC and ban all trucks from entering the peninsular.

The time of logging trucks in our urban environment is over.

This can be achieved by requiring all trucks from the forests to discharge at the Rangiuru Business Park. All marshalling will take place at that point and the logs will be taken by train to the wharf by rail.

1. This will result in massive permanent environmental gains for the Region.
2. The trucks will be able to return to the forests more quickly without the impediment of suburban traffic
3. Kiwi rail has designed a log rail yard at Rangiuru that they describe as the most efficient in NZ
4. The pollution currently experienced in suburban Mt Maunganui through the historic use of logging trucks will be eliminated.
5. The cost for the Local Authorities of maintaining their roads will be reduced.
6. POT will have valuable Portside land to lease to other more value added customers than log storage.
7. All Methyl Bromide (MB) fumigation in ships holds and under tarpaulins on the wharf will need to cease by the Environmental protection Agency’s deadline of October 2020
8. Rangiuru Industrial Developments Ltd. has submitted a rail centric design to the CIP whereby all logs needing MB fumigation will be treated at Rangiuru and then delivered to the wharf.
9. TCC; BOPRC; WBOPDC have copies of these plans

## Leg Three

As above, there are massive increases in log volumes about to occur, brought to the Port by train. Even if we eliminate the trucks by the method described above, the increased train movements will continue to disrupt our traffic flows.

The solution is simple, when the rail crosses a road there needs to be a flyover. Hull Road and Totara Street are the major examples of this disruption.

The POT needs to acknowledge that it needs to be a major partner in solving the problem that the increased traffic will bring.

This can happen by the POT continuing to pay 5 cents per share Special Dividend to its shareholders.

As the Regional Council owns 54% of the shares it would receive around \$18,000,000 pa from this payment which it would dedicate along with its partners TCC and NZTA for the building of the necessary flyovers at these disruptive points.

The time of cars waiting for trains to pass is over.

For Tauranga and the Region to tackle the challenges that we are experiencing and are about become greater we need to all work in a collaborative way, a New Way going forward.

Thank you,

Ian Dustin

**Submission to Bay of Plenty Regional Council  
Draft Annual Plan 2020-2021**

**Submission for the Minor Rivers and Drainage Schemes:**

**Name:** Bruce Crabbe, Rivers & Drainage Operations Manager  
**Organisation:** Minor Rivers and Drainage Schemes managed by ICM Group, Bay of Plenty Regional Council  
**Email address:** bruce.crabbe@boprc.govt.nz

I do not wish to be heard in support of this submission

**Comments:**

This submission relates to the Minor Rivers and Drainage Schemes targeted rates section of the Draft Annual Plan 2020-2021.

Since preparing the Minor Rivers and Drainage Scheme LTP budget details; consultation with scheme ratepayers and routine monitoring and maintenance inspections have resulted in additional repairs and upgrading works being agreed to, or proposed works being postponed or cancelled. The cost these additional or reduced works are included in the new "Proposed Annual Plan Targeted Rates 2020-2021" column in the table below.

Letters detailing the new proposed pump scheme budgets have been sent to all affected ratepayers. In addition, meetings are progressively being held with each individual communal pump scheme to improve communication and liaison with these targeted ratepayers. Sixteen (of 34) of these meetings have been held to date.

Collectively the proposed targeted rates for 2020-2021 are higher than FY2019-2020. Individual communal pump scheme budgets are typically quite variable as operating costs fluctuate depending on repairs and replacements, and electricity consumption.

The 34 Rangitāiki Communal Pumping Schemes are 100% targeted rate funded and the recommended adjustments below will have no effect on the regional general funds requirement in the draft Annual Plan. The three Ōpōtiki Minor Rivers and Drainage Schemes receive 20% regional funds contribution.

**Decision Sought**

That the Minor River and Drainage Schemes 2020-21 targeted rates be adopted as tabled below:



Bruce Crabbe  
**Rivers and Drainage Operations Manager**

<b>Minor Rivers and Drainage Scheme Targeted Rates 2020/2021</b>			
All details exclude GST			
Name of Scheme	LTP Targeted Rates 2019-2020	Proposed Annual Plan Targeted Rates 2020-2021	Variance
<b>Rangitāiki Communal Pumping Schemes</b>			
Angle Road	\$5,400	\$10,000	\$4,600
Awaiti West	\$9,400	\$44,000	\$34,600
Awaiti East	\$20,400	\$32,000	\$11,600
Awakeri Farms	\$11,100	\$4,700	-\$6,400
Baird-Miller	\$11,000	\$4,500	-\$6,500
Foubister	\$5,500	\$8,900	\$3,400
Gordon	\$7,000	\$16,700	\$9,700
Grieg's Road	\$26,100	\$49,000	\$22,900
Halls	\$34,000	\$22,600	-\$11,400
Hyland-Baillie	\$6,500	\$0	-\$6,500
Kuhanui	\$10,500	\$5,000	-\$5,500
Lawrence	\$0	\$21,200	\$21,200
Longview-Richlands	\$8,000	\$10,000	\$2,000
Luxton Valley	\$0	\$0	\$0
Martins	\$60,000	\$5,200	-\$54,800
Massey Drain	\$17,100	\$5,300	-\$11,800
Mexted-Withy	\$21,700	\$4,800	-\$16,900
Murray	\$18,800	\$18,300	-\$500
Nicholas	\$0	\$0	\$0
Noord-Vierboom	\$0	\$0	\$0
Omeheu East	\$29,000	\$22,300	-\$6,700
Omeheu West	\$0	\$0	\$0
Omeheu Adjunct	\$10,700	\$18,800	\$8,100
Pedersen - Top	\$5,000	\$5,000	\$0
Platt's	\$3,200	\$28,700	\$25,500
Reynolds	\$12,100	\$8,300	-\$3,800
Poplar Lane	\$2,750	\$10,800	\$8,050
Riverslea Road	\$0	\$15,200	\$15,200
Robins Road	\$0	\$35,600	\$35,600
Robinsons	\$11,500	\$0	-\$11,500
Thompson-Ernest	\$0	\$0	\$0
Trawurzas	\$2,000	\$11,600	\$9,600
Withy's	\$0	\$0	\$0
Wyl'd's	\$3,700	\$18,800	\$15,100
<b>Subtotals</b>	<b>\$352,450</b>	<b>\$437,300</b>	<b>\$84,850</b>
<b>Ōpōtiki Minor Schemes</b>			
Waiōtahe River	\$54,000	\$38,400	-\$15,600
Huntress Creek	\$16,000	\$26,200	\$10,200
Waiotahe Drainage	\$7,000	\$16,000	\$9,000
<b>Subtotals</b>	<b>\$77,000</b>	<b>\$80,600</b>	<b>\$3,600</b>
<b>Totals</b>	<b>\$429,450</b>	<b>\$517,900</b>	<b>\$88,450</b>

14/5/2020

## Toi EDA Status Snapshot and Funding Paper

Karl Gradon

Ian Morton

### Background:

The past twelve months has been a significant step forwards for Toi EDA. The role of Toi EDA in the community has been strengthened by a new vision, purpose and strategy, increased team capability, and great governance leadership. As we face COVID19 challenges, and as the subregion with already some of the more challenging social statistics in the country, the EBOP has an even greater need for an Economic Development Agency that is focused on creating a better future for the next generations by enabling thriving communities. Traditionally Toi EDA has been funded with limited resources. This is largely due to the lack of capacity to pay and also due to the lack of traction that the Agency had made over many years. This, however, has changed significantly in the past twelve months. Resourcing for the Toi EDA mandate is now requiring a full review to enable it to continue the momentum.

### The Last Year – 2019/20

With the creation of the new strategy, along with new Management and Governance capability, and a clear mandate from the Councils and Board, Toi EDA has delivered on the focused areas of strategic activity (*Creating a Winning Brand* for the Subregion; *Building an Economic Engine*, focused on the PGF fund opportunity in only four catalytic areas; and *Creating Thriving Communities* through targeted workforce, housing and connectivity (digital and infrastructure) activities. Against all measures within those areas of strategic focus there has been excellent traction and delivery against the milestones.

### Creating a Winning Brand

Tactics	Activity	Outcomes
Create vision and purpose based on Toi the man	The Toi EDA vision was the subject of robust debate during our strategy sessions. Our values have been determined as part of Toi's own traits and values.	A Winning Strategy, focusing on delivering against the Vision.  The outcomes of creating thriving communities was key and this is purpose driven and relevant for our local communities. By embracing Toi and his humble values the EDA has garnered significant support across the regions stakeholders.
Create a winning narrative for the region	Campbell Squared undertook an initial piece of work to	There is a strong acknowledgement that the



Tactics	Activity	Outcomes
	understand what people see in the EBOP and possible paths to change the perception. The need to reinforce “what is” the EBOP, and to change the negative perceptions that the region has is going to be a long term initiative.	Brand for the subregion must improve. A concerted branding campaign is required. Funding will be sought to achieve this.
Understand the current image of Toi EDA in the subregion	Conducted online survey in 2019 with key stakeholders that reinforced that the Toi EDA brand has been damaged over many years and needs to deliver results for the entire community. There were some great insights and signals that things had begun to change.	Targeted stakeholder engagements and communications are now able to be done to ensure that the voice of those we support can talk on our behalf. We have a base line to measure performance against annually so we can track our true impact.
Create a cohesive approach to the subregions activities and communicate widely to build hope and confidence	A single strategic plan has been determined and it has been communicated to many stakeholders and funders	Over 20 engagements have been had with key community stakeholders talking about the vision and purpose of Toi EDA, and how the EDA can partner with them to achieve their goals. Universally well accepted strategy and local buy in.
Build credibility at the grass roots local level, focused on Maori outcomes	Strong Maori engagement and support, with the focus being on their needs and how we can help them build their PGF and workforce plans. Extensive Maori engagement at the management level has been the priority.	At the recent RGLG meeting three iwi leaders acknowledged the role of Toi EDA and the results that they have seen, and the expectation for more in 2020
Build a comprehensive communications plan across all media types and channels	The current communications means are dated and will be completely revamped in 2020. They are simply not fit for purpose. Social Media, email, Radio and webinars, and one on one calls during COVID19 was the preferred communications channel.	A new website, social media platform, and improved traditional media usage and database of stakeholders is in plan. Our stakeholders now have direct line of sight on how we can help them and their communities. This must now be cast much broader. The current physical location of Toi EDA does not address the profile or stakeholder engagement levels that are needed to project the positive

<b>Tactics</b>	<b>Activity</b>	<b>Outcomes</b>
		image in the community and must be addressed in 2020.

### Economic Engine

<b>Tactics</b>	<b>Activity</b>	<b>Outcomes</b>
Maximise the PGF in the region	Supporting the RGLG initiatives, Toi EDA has driven programmes of work to connect the projects and focused on removing the constraints	\$205million invested across the region vs a targeted \$100m. Execution and coordination of these projects will be important as they all face similar constraints and want access to similar materials in a short period of time.
Respond to the Whakaari Disaster	Contracted by the WDC, Toi EDA led the panel and business recovery fund efforts to ensure that businesses were able to access funding and business advice to allow them to weather the storm that the disaster brought to the region.	Over \$2million in funding was allocated many businesses in the EBOP. This support gave the confidence to the regions businesses to continue to invest in their own growth plans.
Respond to COVID19	With a joint plan of attack, using a united team with the Chamber of Commerce, Toi EDA has delivered a successful response to the challenges that businesses face in COVID19. The response was held up as a leading example of impact and coordination in NZ.	Compiled the first comprehensive database of businesses in the region across all sectors, engaged with over 400 businesses directly one on one, delivered over 220 specific support activities, with over 100 receiving further targeted funding from the RBP program in specific areas of support. Created hope and confidence for people to return to work and set up a framework for businesses to thrive.
Understand the future opportunities	The focus was intentionally focused on PGF in 2019/20. Now the next opportunities of competitive advantage are being investigated. These have been brainstormed for action in 2020, but no resourcing (time) has been available to date.	COVI19 has delivered us the opportunity to accelerate this work and we are now well positioned to drive this next phase in conjunction with our partners at the Maori business, District Councils, Reg Council and NZ level.

## Thriving Communities

Tactics	Activity	Outcomes
Create a Workforce plan to meet the regions needs	Using the successful EBOP Workforce Advisory Board model there has been significant activity focused on this area and how Toi EDA can enable and link the local community activities.	Workforce development plans are in plan or already operating for all main sectors in the EBOP. This is the model in the EBOP that will be leveraged for the national RSLG group. By starting up the EBOP Driver Operator Training Centre Toi EDA took on a leadership role when the market had not delivered what the local communities and businesses most needed to thrive.
Housing	Scoped and commissioned a pan-EBOP housing study to determine the quality and quantity of homes needs to meet the demand based on the projected growth in the region.	The outcome of this study will be to work with Kainga Ora, community leaders and private sector to create housing for the people in the EBOP as growth occurs. The primary outcome is to ensure that there is confidence to invest in housing in our region and that our homes are safe and healthy, and affordable.
Digital Connectivity	COVID19 has demonstrated that the need for digital connectivity. Our remote communities, and even some in our main centres, have very poor connections. A project team and scope has been kicked off to ensure these communities are not left behind.	Create a report and workplan that delivers digital connectivity to all people in the EBOP so they can operate and thrive in the new connected world.

## Resourcing

Today the funding for Toi EDA is based on three funding streams. 1. Regional and District Council funding in cash, 2. Regional and District Council funding in kind, 3. Cash from philanthropic funders for specific projects and initiatives.

It is understood that Toi EDA has the lowest funding of all EDA in NZ, despite the region having some of the worst social statistics. The contribution to Toi EDA from the councils underpin the core activities of the EDA, such as management, communications, funding applications, strategy, and reporting. This core funding is leveraged to attract other funding streams, such as MBIE, Todd Foundation, against specific project based outcomes. In terms of who within the team are funded, it is Ian Morton, and Karl Gradon as General Managers and Geraldine Hulbert and Lisa Baty as Admin

support. Toi EDA needs to expand its funding base at the core, while attracting further investments from other community partners, such as Iwi, and the relevant sectors. By increasing the core funding from the Councils the funding will be able to be leveraged even more than today. Today the funding from MBIE and others is used to support Barbara McClennan and Andrew Watson in Workforce Development roles.

It is important for Toi EDAs longevity, consistency and constancy, and the creation and retention of unique locally owned intellectual property, that certainty around continued and increased funding is provided. By funding activities at a tactical project by project level will result in much of the programmes being outsourced to consultants that will ultimately own the knowledge and data. The local engagements and connections need to be led by Toi EDA and not external parties to ensure that the stakeholders opinions are heard and trusted, enduring, relationships are established.

With the injection of \$205 million from the PGF, plus the CIP projects, the need for a coordinated approach to the subregions growth and resultant constraints is more important today than ever before. This is a one in a lifetime opportunity to create the thriving communities that we aspire to have in the subregion.

Additional general Communications support, even in the form of in-kind funding, of 0.5 FTE's will be required from the current funders in 2020. Given the sub-regional nature of the communications and the capacity already held within the Regional Council, it is requested that BOPRC support this communications workstream with 0.5 FTE. In the post-covid world it has become even more critical to engage at a local level and communications is key to the success of Toi EDA.

Currently Toi EDA gets the following income:

- Whakatane District Council \$121,000 per annum
- Opotiki District Council \$31,000 per annum
- Kawerau District council \$25,000 per annum
- Bay of Plenty District Council \$10,000 per annum

Toi EDA also receives in kind support from councils as follows:

- Opotiki District Council provides up to \$15,000 in kind support for admin support
- Kawerau district council provides their CFO to prepare all the financial report (Estimated to be approx. \$20,000)
- Whakatane District Council fully funded the strategy refresh in 2019/20 (\$14,000)
- Bay of Plenty Regional Council provides offices (estimated to be approx. \$15,000).

## **2020 Workstreams and Focus**

In the 2020 / 2021 financial year, we have strong commitment from district councils to continue with existing funding. Whakatane District Council (our largest funder) has committed to provide increased funding to Toi EDA, with details to be confirmed, this funding will focus on core funding for Toi EDA.

This core funding will enable us to continue our delivery of the strategy & tactics (as noted above).

In addition we are looking to advance some specific projects, which will support our strategic intent. Details of these projects are captured in Appendix 1.

### **Funding being sought through BOPRC**

We have highlighted a range of projects in Appendix 1 for BOPRC consideration. It is our view that the two critical projects (which if we could get funding) would deliver the best benefit to the EBOP and has strong buy in through our Regional Growth Leadership Group are :

- Funding support for EBOP digital connectivity strategy addressing the digital divide in our rural communities. Again leveraging existing work to identify how we can (as a sub-region) influence & pull in funding to address this key issue for the EBOP. Total \$20,000. Duration : 3- 6 Months starting Jul 2020.
- Talent & investment attraction. Marketing / communications to promote EBOP as a great place to live and do business. Again leveraging existing material already available. Total \$25,000. Duration 3- 6 Months starting Sep 2020.
- Employment supply / demand data study. Producing a data set matches supply and demand of employment in EBOP. Identifying key skills required and by when to support PGF & other government stimulus packages. Toi EDA will provide core FTE support in kind matched to support this key project. Total \$15,000. Duration 3- 6 Months starting Jul 2020.
- Regional Airport Hub – Thinkpiece identifying importance of Whakatane Airport for economic growth. This funding will be matched by WDC. Total \$10,000. Duration 3Months starting Jul 2020.

Proposed Projects for BOPRC Consideration (as part of AP 2020/21)						
TOI EDA Strategic Pillar	Tier	Proposed Project	When Start	Est. Amount	Scope/Outcomes	BOPRC Economic Development Strategy Match
Thriving Communities	1	Digital Connectivity	Jul-20	\$ 20,000.00	Undertake a subregional digital connectivity study and design a workplan to deliver internet access to 98% of the subregion. This will be a contractor funded to carry out this assessment. We expect joint funding through District councils / central government to support this project.	Maori ED, Data, Workforce
Thriving Communities	2	Talent and Investment Attraction Programme	Sep-20	\$ 25,000.00	Overlaying the Workforce development work programme is a recognition that not all skills are available in the EBOP. This will be a targeted short term campaign, designed with the Maori business leads that have been funded by the PGF, to promote the EBOP as a great place to live, invest and work, and to bring whanau home, in line with the Winning Brand aspirations.	Workforce, Maori Economic Development, Data
Thriving Communities	2	Employment supply/demand data study.	Jul-20	\$ 15,000.00	By location, and timing, match demand with current supply for the subregional Workforce, at a skill level basis to determine future training needs. This would be integrated with the BOC regional data programme.	Maori Economic Development, Data, Future focus
Economic Engine	2	Regional Airport Hub	Jul-20	\$ 10,000.00	Form a subregional view regarding the importance of the Whakatane airport for all economic activity, and determine the future needs to ensure funding for future infrastructure, and ongoing commitment from service providers.	Supporting Infrastructure, Maori Economic Development, Workforce
				<b>\$ 70,000.00</b>		
Economic Engine	2	Future Focused EBOP Economy Study - beyond the PGF	Oct-20	\$ 50,000.00	Determine what priority areas are the key focus sectors to accelerate and support in the EBOP based on current businesses, global trends and local competitive advantages. Eg Low Carbon, Hemp, Medicinal Marijuana, Circular Economy, Digital economy, etc	Maori Economic Development, Data, Low Carbon Economy, Workforce
Economic Engine	2	Subregional Balance Sheet Think Piece	Oct-20	\$ 20,000	We have many balance sheets in the subregion that are being stretched. Given many large entities that hold the most assets are either local government, large Maori or large businesses, who share the same four wellbeing desires, determine how can we creatively look to bring these together for mutual good. This would be a Think Tank type paper on possible workstreams to bring the region together.	Low Carbon Economy, Supporting Infrastructure, Data
Thriving Communities	2	Enhanced freight opportunities - Kawerau rail terminal	Oct-20	\$ 30,000	Study to identify further opportunities for enhancing the Kawerau Container terminal. This expands on previous work carried out by FLAG - regional freight flow. With the intention of increasing rail freight through this channel - positive impact on WBOP traffic flows.	Linked to BOPRC Transport activities
Winning Brand	2	Cohesive EBOP domestic tourism strategy	Jan-21	\$ 50,000.00	Create a regional strategy for the EBOP to ensure domestic tourism strategy to understand where the EBOP is, what it offers that is unique, identify projects for acceleration / product development, interlinked with EBOP Branding workstream. Leveraging Whakaari recovery strategy into the wider EBOP subregion.	Domestic Tourism Strategy, Maori Economic Development.
Thriving Communities	2	Imagining a new future - EBOP	Jul-20	\$ 50,000.00	Working with iwi to capture their aspirations for their rohe. Leveraging existing community & council aspirations (EBOP & Beyond & other documents). Pulling together input to inform RGLG list v2. This list will then be used to pull in additional government funding, as stimulus packages are released.  This will fund a contractor in our Rohe to engage with stakeholders. This will be supported by existing FTE funding in Toi EDA and through our Economic Development Managers team (Ian Morton, Karl Gradon, Bevan Gray, Julie Guardyne, Glenn Sutton and Katarina O'Brien)	Maori ED, Data, Workforce, Supporting Infrastructure
				<b>\$ 200,000.00</b>		

8<sup>th</sup> May 2020

Bay of Plenty Regional Council  
PO Box 364  
Whakatāne 3158

To whom it may concern

**Re: Submission of funding to Bay of Plenty Regional Council  
Sport Bay of Plenty (on behalf of Water Safety Bay of Plenty)**

## Introduction

Thank you for the opportunity to apply for funding.

The overall purpose of this submission is to bring awareness to, and highlight the progress of, the Bay of Plenty Water Safety Strategy being managed by Water Safety Bay of Plenty (WSBoP) and housed/ employed through Sport BOP. We believe that Bay of Plenty Regional Council should continue to recognize and support the importance of water safety initiatives in the Bay of Plenty and as such we are seeking ongoing financial contribution for this project. We would also like to take this opportunity to thank you for your investment in the 19/20 financial year.

## Supporting Community Recovery from COVID-19

The COVID-19 pandemic has had significant impact on the community's economy and well-being. We believe the water safety strategy and initiatives support the recovery of the community's well-being by preventing accidental loss of life.

We believe the water safety initiatives in the Bay of Plenty directly support Central Government's Treasury Living Standards Framework, particularly the Domains of Wellbeing; Environment, Health and Safety and Security. The Bay of Plenty water safety initiative is dedicated to supporting the community's wellbeing and recovery by encouraging and promoting water sports and activities in a safe way, and creating a safer community for all. Given the economic and financial impact COVID-19 has on the community, water-based recreational activities are a great way for the community to achieve positive well-being.

We are forecasting an increase in water-based recreational activity given the combination of the community being in lockdown during level 4 and the end of the summer season. This time of year is particularly dangerous given that the water is much colder, but the air temperature can still be warm and inviting.

Water Safety Bay of Plenty's initiatives will encourage safety and awareness of the dangers, ultimately encouraging the community to act safely when in, on, or around the water.

## Background

Over the past 18 months Water Safety New Zealand (WSNZ) has been developing a series of pilot water safety strategies in regions that have a high rate of preventable drownings – one of which is the Bay of Plenty. The Bay of Plenty Water Safety Strategy (“The Strategy”) was finalized in November 2019 and a Strategy Manager, Dave White, was employed to effectively coordinate and facilitate The Strategy and water safety initiatives throughout the Bay of Plenty. The Strategy and Strategy Manager position was funded by Bay of Plenty Regional Council, Tauranga City Council, TECT and Water Safety New Zealand.

To lead The Strategy and Strategy Manager, a Water Safety Bay of Plenty (WSBoP) governance group was established consisting of;

Antoni Lowe – Water Safety New Zealand  
Shirley Baker – Independent  
Chris Emmett and Chase Cahalane – Surf Lifesaving New Zealand  
Kevin Winters – Bay of Plenty Regional Council Councillor  
Nick Chambers – Sport Bay of Plenty  
Caine Taiapa – Manaaki Te Awanui  
Sunny Peeters – Coastguard Eastern

Sport Bay of Plenty agreed to house the Strategy Manager position, given that the WSBoP governance consisted of volunteers, however, the Strategy Manager identifies and operates as ‘Water Safety Bay of Plenty’.

The Strategy aims at implementing seven key priority actions throughout the Bay of Plenty;

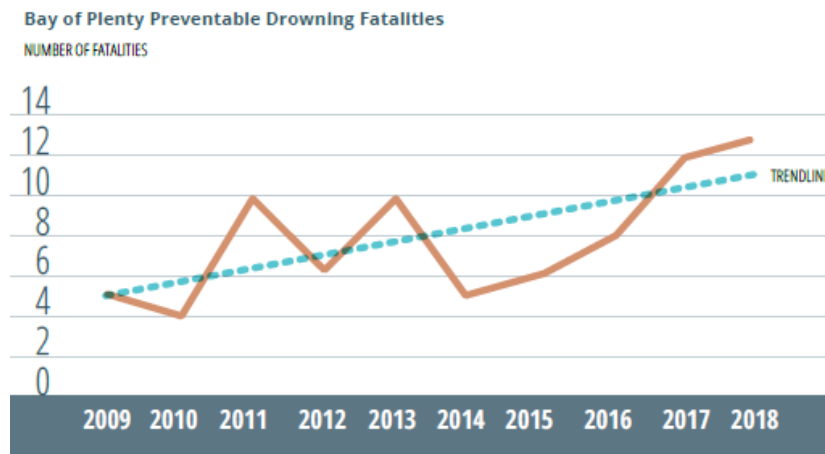
- Full roll-out of the Water Skills for Life (WSFL) programme.
- A sustained collaborative relationship with iwi and the Māori community.
- All recreational watercraft users qualified and/or become members of coastguard
- Sustained investment in activities aimed at preventing attitudes and behaviours that lead to drowning.
- Regular stakeholder communication and collaboration.
- Males targeted with specific water safety messages to reduce risk-taking behavior.
- Deployment of internationally recognised signage.

As progress is made, The Strategy will be amended and adapted to better suit any change in preventable drowning and hospitalization trends that may emerge.



### Preventable Drownings in the Bay of Plenty

Water Safety New Zealand’s preventable drowning data has revealed the Bay of Plenty as having the 4<sup>th</sup> highest regional drowning rate in New Zealand. Although 2019 saw a lower than average drowning rate for the bay, the overall 10 year trend is still steadily increasing. In the past 10 years (2010-2019), there were 71 preventable drownings in the Bay of Plenty, with all three sub-regions having a higher drowning rate per 100,000 of population than the national average. The national average is 1.8 preventable drownings per 100,000 of population and Eastern Bay of Plenty has the highest with 3.1, followed by Rotorua Lakes with 2.9 and Western Bay of Plenty with 2.3 preventable drownings per 100,000 of population.



Bay of Plenty Preventable Drownings per year (2009-2018)

WSNZ’s analysis for three sub-regions within the Bay of Plenty;

- Tauranga & Western Bay of Plenty
- Whakatane, Opotiki & Kawerau
- Rotorua & Lakes

As a result of this analysis, it was clear that the Bay of Plenty Water Safety Strategy required different approaches for each sub-region.

#### ***Tauranga & Western Bay of Plenty***

- 32 (84%) of the 38 of preventable drownings were male, and 22 (58%) were NZ European.
- 22 (58%) were at beaches and in tidal waters<sup>1</sup>.
- 15 (34%) were immersion incidents – 10 (26%) of which were accidental immersions<sup>2</sup> and 3 (8%) were rescuing others.

#### ***Whakatane, Opotiki & Kawerau***

- 15 (88%) of the 17 preventable drownings were male, and 15 (88%) were Māori.

<sup>1</sup> Tidal waters is defined as Harbours and Harbour bars, Marinas, Rivers or an Estuary.

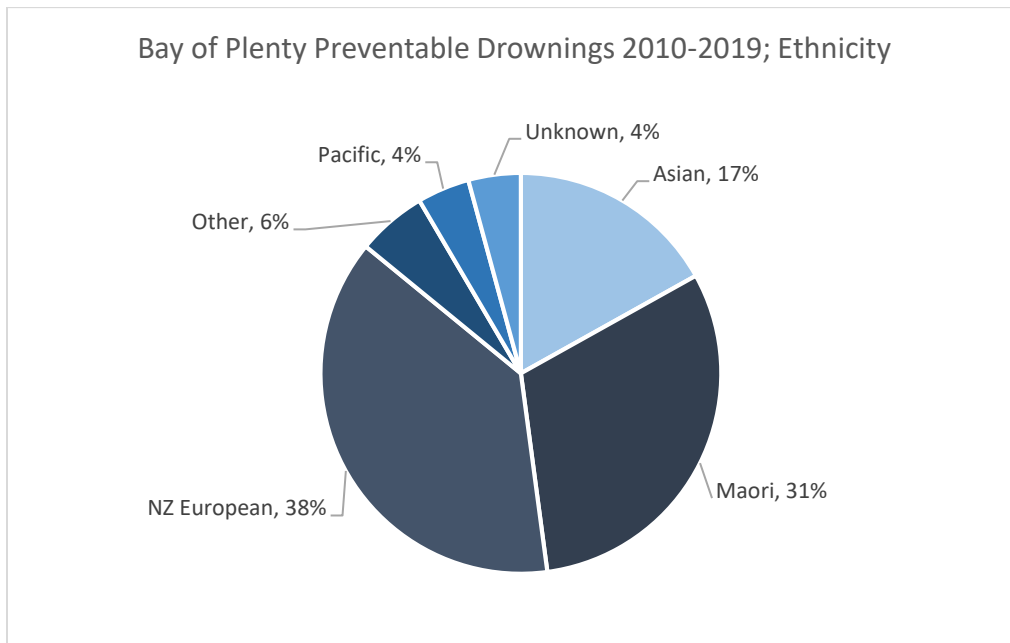
<sup>2</sup> An accidental immersion is defined as having no intention participating in recreational activity in the water. E.g, fell in while walking on cliff path.

- 6 (35%) were at beaches and 5 (29%) were at inland waters<sup>3</sup>.
- 5 (29%) were accidental immersions and 4 (23%) were water sports<sup>4</sup>.

**Rotorua & Lakes**

- 12 (75%) were male. Māori accounted for 5 (31%) while Asians accounted for 4 (25%) and NZ Europeans 4 (25%) respectively.
- 9 (56%) were inland waters and 5 (31%) were in pools<sup>5</sup>
- Watersports and non-powered boats accounted for 5 (31%) and 5 (31%) respectively.

When analyzing the data more specifically;

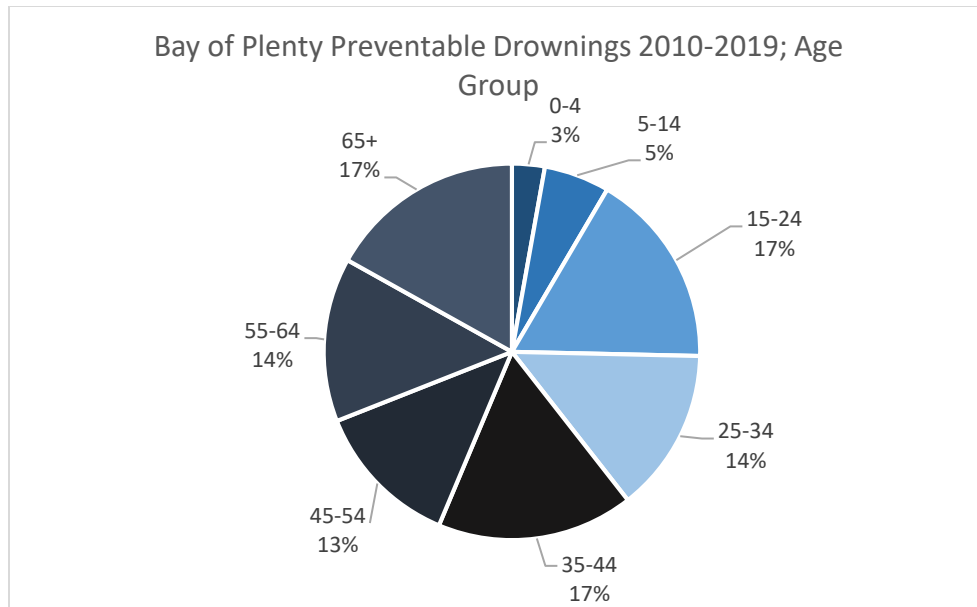


The majority of drownings were of NZ European and Māori ethnicity.

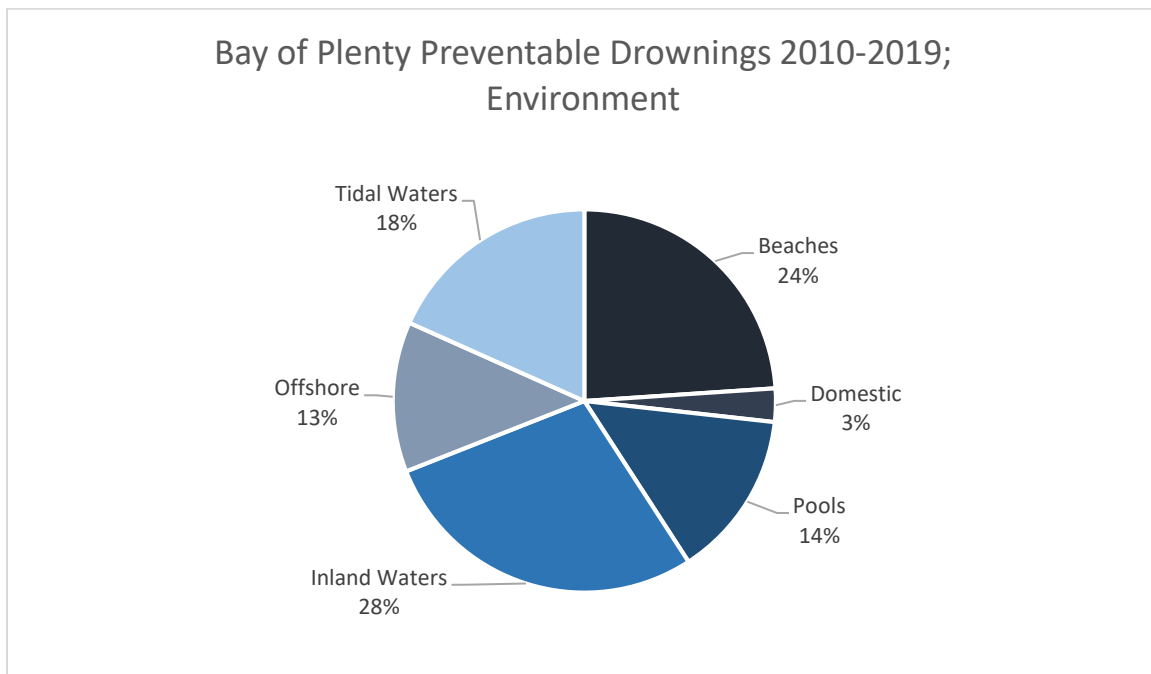
<sup>3</sup> Inland waters are defined as rivers and lakes.

<sup>4</sup> Water sports are Bodyboarding/surfing, diving/jumping, swimming, and waterskiing.

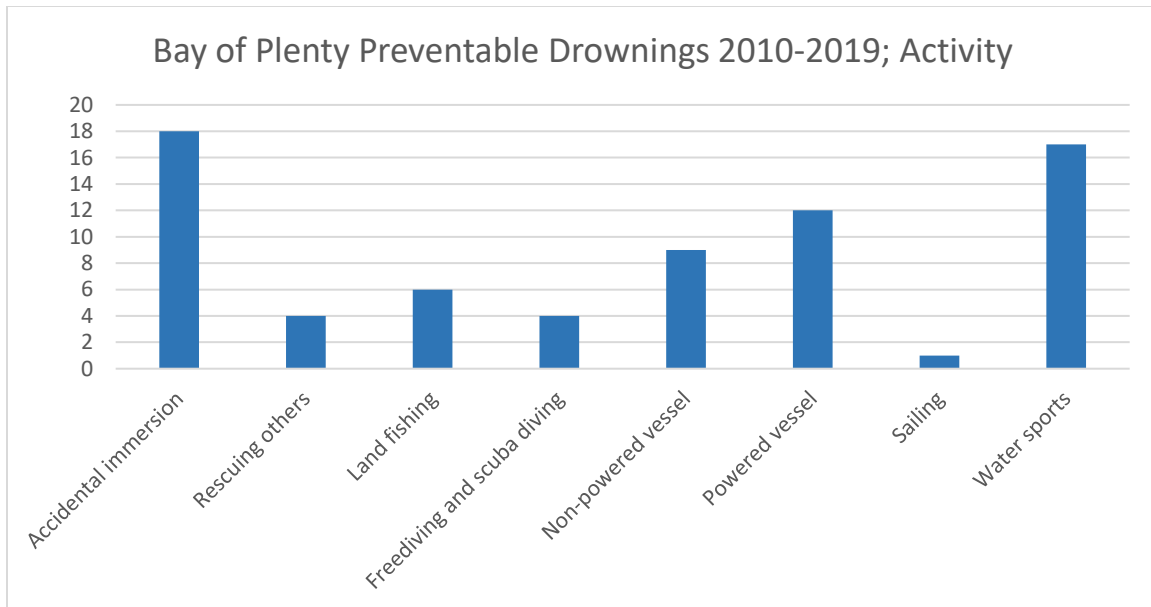
<sup>5</sup> Pools includes home pools, spa pools and public pools.



There were three most common age groups; 15-24, 35-44, and 65+ accounting for a combined 51% of all preventable drownings in the Bay of Plenty.



Inland waters accounted for the majority of preventable drownings throughout the Bay of Plenty, followed by beaches and tidal waters (harbours, marinas, and estuaries).



Accidental immersion<sup>6</sup> and water sports accounted for the majority of preventable drownings in the Bay of Plenty. Powered and non-powered vessel's also consistently result in drownings.

### **Current Key Water Safety Initiatives for next 12 months**

#### ***Relationship building with Iwi and Māori community***

Māori are still overly represented in the Bay of Plenty drowning statistics. Water Safety Bay of Plenty has secured additional funding from Water Safety New Zealand to Surfing New Zealand to deliver the wave warriors programme – a programme designed to connect with Maori children in hard to reach low decile schools in the Eastern Bay (please see Appendix A). The Strategy Manager has been working hard to establish relationships with the Māori community in order to collaboratively roll-out water safety messages and initiatives aimed at lowering the Māori drowning rate. Collaboration has already begun with Chris Nepia from the Bay of Plenty District Council's Takawaenga team, Alana Rapson and Haidee Kalirai from Tauranga City Council's Welcoming and Safer Communities teams, Sport Bay of Plenty's network, and Surf Lifesaving Eastern Regions network.

Further development of this initiative will see progress made in-line with the Water Safety New Zealand Māori Strategy.

#### ***Surf Rescue, Rescue Equipment and full roll-out of internationally recognised signage***

<sup>6</sup> An accidental immersion is defined as having no intention participating in recreational activity in the water. E.g, fell in while walking on cliff path.

Collaboration with Surf Lifesaving New Zealand has begun to implement three key initiatives aimed at reducing the drowning rate. These initiatives will be implemented in-line with the Bay of Plenty Water Safety Strategy as a pilot, before then being rolled out nationally.

#### Surf Rescue

Surf Rescue is a programme designed in Australia aimed at training local surfers how to identify someone in trouble, conduct rescues on their boards and basic first aid. Surf Lifesaving patrols the beaches but there's still a vast number of rescues being done by surfers that are going unnoticed and are not documented. The programme aims at reducing preventable drowning numbers in isolated areas. Surfing NZ has acquired the rights to implement the programme throughout New Zealand and the Strategy Manager will be collaborating with Surfing NZ and Surf Lifesaving NZ to implement the programme in the Bay of Plenty as a pilot before then being rolled out nationally. This will potentially tie in with the Wave Warriors programme that Surfing NZ is already implementing in Eastern Bay of Plenty.

#### Rescue Equipment

The Strategy Manager is collaborating with Surf Lifesaving NZ to identify priority areas where imminent drowning danger is present and deploy lifesaving rescue equipment, such as angel rings and rescue tubes.

#### Deployment of internationally recognised signage

The Strategy Manager and Surf Lifesaving NZ are collaborating to standardize water safety signage throughout the Bay of Plenty to international standards – this includes identifying areas that are missing signage altogether. Once successfully implemented in the Bay of Plenty, this project will then see the standardization of signage throughout New Zealand.

#### ***Water Safety Month 2020***

Water Safety Month (WSM) will again be promoted in Oct-Nov. The Strategy Manager is in talks with providers to develop a Bay-wide programme of events, workshops and activities aimed at sparking community engagement whilst promoting water safety.

The end goal is to touch on all aspects of water safety; beach, pool, under 5's, elderly, boats, rivers, disabilities, mental health and internationals/migrants. The aim of WSM is to produce a mass-collaboration between all stakeholders and providers in the sector and deliver a fun and informative month to the community.

#### ***Coastguard membership numbers and Coastguard Ed Day Skipper attendances***

Tauranga and Western Bay of Plenty currently only has 5% of recreational watercraft users with a Coastguard membership. Eastern Bay of Plenty has begun to see an increase in non-powered vessels getting into trouble with no form of communication and no alert time in place. Working alongside Coastguard Eastern, the Strategy Manager aims to develop campaigns, promotional material and potentially workshops and events aimed at encouraging vessel owners to purchase a coastguard membership and/or attend a Day Skipper Course.

The Strategy Manager has already established, and maintains, a close relationship with Sunny Peeters at Coastguard Eastern and Peter Buell (harbourmaster), Scott Robinson and Issac Tait (Senior Maritime Officers in Rotorua and Whakatane respectively) with the intention to facilitate a consistent approach across the region.

### ***Targeted Water Safety Messages***

The Strategy Manager has developed a multi-channel communications plan and will be delivering targeted water safety messages to select groups that are over represented in the drowning statistics. Males, Māori and the 65+ age group are the target areas for 2020.

### ***Supporting water safety initiatives***

Water Safety Bay of Plenty will seek to support the promotion, collaboration and funding of water safety initiatives being managed by providers. To be eligible, the initiative must have an active interest delivering water safety messages, or provide teachings on vital water safety skills.

### **Long-term Initiatives**

Due to the nature of the water safety space, trends and data are forever changing. The Bay of Plenty Water Safety Strategy has been designed to be amended and adapted to new and emerging priority areas. Therefore, at the discretion of Water Safety Bay of Plenty, initiatives following the 2021 financial year will be determined closer to the time based on the most recent data provided by Water Safety New Zealand and input from regional organizations. This adaptive nature and research will be outlined in an annual report should this funding application be accepted.

### ***Funding and Contribution Sought from Bay of Plenty Regional Council***

Water Safety Bay of Plenty is seeking a commitment **with funding of \$25,000 annually** from Regional Council;

#### **1. Funding the Strategy Manager position**

Water Safety Bay of Plenty would like Regional Council to consider contributing to funding the salary and operational costs of the Strategy Manager. This is a critical role for the success of the strategy.

#### **2. Providing financial support for water safety initiatives**

Funding will also go toward supporting the development and implantation of water safety initiatives in Tauranga and the Western Bay of Plenty.

#### **3. Cooperation with roll-out of signage**

The Strategy Manager is collaborating with Surf Lifesaving New Zealand to standardize the water safety signage throughout the Bay of Plenty before then being rolled-out nationally. Water Safety Bay of Plenty encourages Regional Council to support this project by providing insight and supplying the necessary signage to areas that are identified during the campaign.

#### **4. Co-production and support**

We would like the council to consider how its operations can be focused on helping the water safety sector reduce preventable drowning in the Bay of Plenty. WSBOP is willing to work in partnership with Regional Council to implement initiatives to reduce preventable drowning deaths and injuries. The areas we see the most scope for collaborative activity with Regional Council is in delivering vital water safety messages aimed at changing behaviours and in developing better collaborative relationships with Māori, especially in Eastern Bay of Plenty.

#### **5. Relationships and collaboration**

We would like all Regional Council councilors and key Council staff to be made aware of the coalition of interested parties already present within the Bay of Plenty community and wider water safety sector around drowning prevention. There is opportunity for Regional Council to further engage with these interested community groups, including Water Safety Bay of Plenty which led the development and implementation of the Strategy.

#### **6. Promotion**

Where possible, Water Safety Bay of Plenty would encourage Regional Council to assist in promoting water safety initiatives and delivering water safety messages to the community.

#### ***Next Steps***

1. Water Safety Bay of Plenty will continue to push promotion and implementation of the Bay of Plenty Regional Water Safety Strategy and will continue to seek partners for the funding and co-production of drowning prevention initiatives.
2. Water Safety Bay of Plenty welcomes the opportunity to speak to Regional Council in support of this submission.

## Deliverables to March 2021

<b>Deliverable 1:</b>	<b>Community Engagement and Water Safety Messages</b>	<b>Measurables</b>
General Community Engagement	<ul style="list-style-type: none"> <li>Attend, where possible, all community events and maintain a presence within the community throughout the Bay of Plenty.</li> <li>Further collaborate with councilors and council workers to establish valuable relationships throughout the community.</li> </ul>	<ul style="list-style-type: none"> <li>Appearances and/or presentations made at every relevant event, where possible.</li> <li>Continuous collaboration and ongoing support from the Safer and Welcoming Communities teams.</li> </ul>
PR / Media	<ul style="list-style-type: none"> <li>Develop regular PR releases aimed at delivering vital water safety messages to the community, specific to each regions demographics and water safety priority areas.</li> <li>Targeted media releases and initiatives aimed specifically at males.</li> </ul>	<ul style="list-style-type: none"> <li>Regular media releases made via multi-level communications strategy.</li> <li>Messages targeted toward specific demographics.</li> <li>Engagement measured on social platforms.</li> </ul>
Strategy Promotion	<ul style="list-style-type: none"> <li>Continue to promote the water safety strategy to the community via a multi-level communications strategy and events.</li> <li>Where possible, present at key events to highlight the strategy's importance and progress.</li> </ul>	<ul style="list-style-type: none"> <li>Tauranga community aware of the water safety strategy, manager and initiatives within the region.</li> <li>Targeted presentations at as many relevant events as possible.</li> </ul>
<b>Deliverable 2:</b>	<b>Māori Engagement</b>	
Build relationships	<ul style="list-style-type: none"> <li>Build sustained collaborative relationships with local iwi and the Māori community.</li> </ul>	<ul style="list-style-type: none"> <li>Māori community is engaged with the Strategy Manager.</li> </ul>
Collaboration	<ul style="list-style-type: none"> <li>Collaborate with Māori to design and implement programmes and messages aimed at lowering the Māori drowning rate.</li> </ul>	<ul style="list-style-type: none"> <li>Regular collaboration and support from Māori community.</li> <li>Programmes and initiatives tailored toward Māori demographic and measured results relayed to the Governance group.</li> </ul>
<b>Deliverable 3:</b>	<b>Coastguard Collaboration</b>	
Coastguard memberships and Day Skipper courses	<ul style="list-style-type: none"> <li>Collaborate with Coastguard and Coastguard Ed to increase membership numbers and also improve registration and attendance numbers to Day Skipper courses.</li> </ul>	<ul style="list-style-type: none"> <li>A clear increase in Coastguard membership rates and Day Skipper participants.</li> </ul>
Coastguard messages	<ul style="list-style-type: none"> <li>Assist, where possible, in delivering important coastguard messages to the community.</li> </ul>	<ul style="list-style-type: none"> <li>Coastguard NZ messages pushed through the Water Safety Bay of Plenty networks and engagement levels measured where possible.</li> </ul>
<b>Deliverable 4:</b>	<b>Stakeholder &amp; Provider Collaboration</b>	
Events	<ul style="list-style-type: none"> <li>Collaborate with Surfing NZ and Surf lifesaving NZ to roll-out internationally recognized signage, rescue equipment and the Surf Rescue programme.</li> <li>Assist providers, where possible, in the planning and promotion of events that consist of delivering water safety messages and/or skills to the community.</li> <li>Encourage regular huis/forums with all providers throughout to inspire water safety initiatives across the Bay of Plenty has a whole.</li> </ul>	<ul style="list-style-type: none"> <li>Successful assessment and roll-out of international-standard signage throughout the Bay of Plenty. Programme begins planning for national roll-out.</li> <li>Strategy Manager assists, where possible, with planning, promotion and relationship management for local provider water safety initiatives.</li> <li>Regular communications with industry stakeholders, avoiding a disconnect within the industry.</li> </ul>
<b>TOTAL Funding being sought</b>		<b>\$25,000</b>



Thank you for your time in considering this application for funding. We are happy to provide further information or answer any queries you may have regarding this application.

Yours sincerely,

**SPORT BAY OF PLENTY**



Heidi Lichtwark

Chief Executive

Sport Bay of Plenty (on behalf of Water Safety Bay of Plenty)

**WATER SAFETY BAY OF PLENTY**



Shirley Baker

Chair

Water Safety Bay of Plenty

Appendix A



*Wave Warriors – Puaka Bush School*

***Thank you for providing funding for  
'Treasuring Our Place - Taonga o te Taiao'.***

***We ask for assistance from BOPRC to enable us to continue this  
successful environmental programme.***

***Please take some time to read about the  
outstanding outcomes and benefits this has created.***

***Entrant in "Services IQ Museums Aotearoa Awards  
(awaiting outcome)***

## **Summary**

Treasuring our Place, Taonga o te Taiao (ToP) is a Western Bay Museum Environmental Education Programme.

The Museum sits on the banks of the Uretara River and is adjacent to Haiku Park, this area provides a perfect location for hands-on learning, both in the field and in the museum, while it is within walking distance of Katikati Primary School.

We have designed and delivered the tailor-made programme, which offers an authentic hands-on opportunity for our tamariki to connect to the natural spaces that weave through our town.

As pressures on biodiversity increase due to human impacts, ToP creates opportunities for all 7 classes of year 5 and 6 children from Katikati Primary School to explore local nature places in depth. They experience a true understanding of our place, in nature, as humans. Our primary aim is to instil a sense of wonder for nature and to put aside the perceived barrier that, being in nature is risky. To be able to do this in 'our place' adds weight and authenticity to the student experience.

## **The innovative components**

Three topics are covered during the school year, water quality and ecology in the river, the effects of predator animals in the park and Katikati surrounds, and an in-depth look and survey of invertebrates and birds that inhabit the park. Students learn to differentiate between Introduced, Native and Endemic species and about the decline in population of many of our unique fauna.

To ensure the best level of engagement with this age group, every activity and session is interactive with participatory elements. The program delivers in every curriculum area, including art and drama. All students are encouraged to wear their scientists' hat during the field trips where observation, measurement and conclusions form the basis of every trip.

It is not unusual for some students to struggle to achieve in the classroom environment but most will fully engage in the hands-on outdoor sessions. This builds confidence and self-worth.

Each school term includes a pre-field trip classroom visit, river/park field visit and a post-field trip classroom visit totalling 588 student connections each term.

In conjunction with the school programme, the Museum will also make a water quality monitoring kit available to the general public, that way wider river catchment health can also be monitored (and acted on). The data will be stored on the National NIWA data base.

<https://www.nzwatercitizens.co.nz/>

### **Where did we start, where are we now, where are we going?**

No hands-on environmental programmes were on offer for children within our area, we therefore had the perfect opportunity to stand back and design a programme that integrated all of the good elements of education. Treasuring our Place was specifically tailor made for this park, in this town, with this school.

Modern day museums do not simply display artefacts from the past and document history; they actively seek to inform visitors about the physical world around them (geological, geographical and ecological) and we wanted to provide experiences and an educational programme for our children as they will soon be the guardians of our natural environment. Our philosophy is, our children are our best advocates and will educate their families and communities.

Each term entails three sessions per class for three terms. Each term is themed around a specific topic. All of the participating students, parent volunteers and school teachers are thoroughly enjoying every session. The school community are very supportive, every session has plenty of adult supervision which ensured the best learning outcomes for the students.

The parent helpers and teachers are very interested in the WQ testing methods and measurements and it was a bonus to use this engaging process to spread the message beyond the students.

The project is part of the educational component of the Uretara Stream rehabilitation Initiative which is a collaboration between the Bay of Plenty Regional Council, Western Bay of Plenty District Council, Bay Trust, TECT, Ministry for the Environment, the local community and Uretara Estuary Managers.

This is not only a learning experience for us but also for the teachers and parents. We have built strong relationships and all involved feel familiar and comfortable in our museum environment.

Using our digital platform, we aim to upload the resources to the museum website and make them available for download. Our future aims are also to make resource kits available for other groups to use so they can also take the learning outdoors.

Translation of documents into Te Reo Maori is also a future goal.

### **What is the underpinning pedagogy? Teacher development and involvement**

This is demonstrated through all three stages of each lesson. During the pre-field trip classroom visit, the educator uses photographs, digital platforms and word cards to introduce language and discover prior knowledge. There is also brainstorming together including feelings, names, thoughts and sometimes how they look, smell, feel and sound.

During the field trip the students work in groups where they are given set tasks using ID charts and tally sheets to record their findings. Bird and insect tallies can be used for maths graphing back at school.

In some situations, surveys are repeated for comparison. The active participation includes: drama, history, art, English, PE, culture, science and maths and is in keeping with the school curriculum.

Teachers further consolidate the knowledge learnt and assess the children's increased knowledge and awareness of water quality and stream ecology through in class work.

Teachers' feedback is solicited through completion of a survey. Ongoing support for classroom work is always available through the coordinator/facilitator.

A teacher's resource pack is almost ready to be shared, it includes many activities that can be completed within the school grounds that reinforce the messages that ToP is delivering.

Students are involved with gathering robust, scientific water quality monitoring data which is uploaded to the NIWA citizen science data base.

Through observation we can see the students gaining confidence and knowledge due to the rapport with the educator and thriving in this learning environment. Those students who have been involved longest are already showing leadership skills and ownership of these public spaces. These are the best outcomes that we could hope for.

Regardless of the students learning capacity there are so many avenues for them to succeed throughout this interactive learning experience. A couple of example of worksheets are attached as supporting documents.

**Challenges** have been:

- funding for the initial start-up and implementation and resources restrictions.
- Students with behavioural problems.
- Inclement weather.

Because of our educators' professionalism and experience, and with teacher support challenges have been eliminated or resolved quickly.

**Achievements:**

- We believe achievements have gone beyond all expectations. Our funding organisations, the teachers from Katikati Primary School and the parents of the students have all openly applauded the museum's initiative in providing this programme. This focus is not only local or national, it is global. The children get great satisfaction that they are having valued input into the future of our planet.
- Most of all to 'normalise' care for nature and create a culture of caring is our biggest achievement.
- Because we demonstrate Kaitiakitanga the Western Bay Museum is now a 'go to' place for locals with queries about nature locally.

**What does the learning look like?**

Entirely hands on and experiential 'in place' where the students learn that their actions in community have a direct effect on nature globally.

**Three Themed Terms:**

**1/ Water quality in the Uretara Stream**

**Te Hauora o te wai, te mana o te wai.  
Kaitiakitanga of life-giving water, no water, no life.**

Monitor and understand 'te mana o te wai' (nature values) and 'te hauora o te wai' (health values) of the stream. Learn and practice fundamentals of water quality and ecology to assess stream health.

- Stream history
- Where does the stream begin and end?
- What lives in it and near it?
- What was it like in the past?
- Macro-invertebrate sorting
- Measure water quality
- Identify stream macroinvertebrates
- Spot the difference, what does a healthy habitat look like
- What actions can we take to protect our streams?

## **2/ Bush, Birds and Bugs:**

**He manu me te ngahere, he taonga iti te mea nui  
Birds and insects can't live without the bush, and the bush will not  
survive without the birds and insects**

Investigate animal life with bird and invertebrate counts:

- Introduce language, Introduced, Native, Endemic.
- Bird survey, observe and record as many birds as possible.
- Use a colour wheel to collect items from nature to make a collective artwork.
- Bush bash and invertebrate identification.
- Why are birds important?
- Who is staying at the Weta hotel?

## **3/ Animal Predators:**

**Kaihoopara koreutu, mahanga me nga torotoro  
Protection is paramount, let's plan for a healthy bush.**

- Who is the animal pest? Practice with ink cards and wax tag examples.
- Identify the footprints and teeth marks.
- Learn about and try out traps and discuss why trapping is important.
- View the taxidermied predator animal collection to closely examine the killer' tools
- Discuss how these animals cause problems.
- Take the trapping home to your backyard (Aligns with Pest Free BOP)
- What would predator free Katikati look like? Students to make a pledge.

### **Evaluation and Reflection**

Evaluation is continuous, the field sheets in particular have been adapted to ensure that they are easy and logical to understand, the data gathered soon paints the picture of the outcome.

Feedback from teachers is sought continuously especially as to the engagement level by students and whether they would like support to ensure that the learning continues in the classroom.

The teachers are surveyed and the facilitator is available to discuss any outcomes with the wider school community.

### **Team who conceptualised, designed and delivered**

Chance encounters can lead to wonderful things. Paula and Kate met through a mutual interest in restoring the Uretara Stream, the skills and personality match was a perfect blend for the birth of ToP. Other local experts were then consulted before programme development. We ran a pilot to test the process and then made application to local government bodies for financial support to widen the scope.

We are very thankful to the following people and organisations for their input and support

Dr. Peter Maddison, NIWA, Bay Conservation Alliance, Bay of Plenty Regional Council, Western Bay of Plenty District Council, Kereama Bluegum-cultural advisor, Department of Conservation, WildaboutNZ- Andrew Jenks, Uretara Estuary Managers

Letters of support from Katikati Primary School, Western Bay of Plenty District Council and Bay of Plenty Regional Council are attached as supporting documents.

### **Coordinator/facilitator:**

Kate Loman-Smith has been appointed to this role for the ToP programme. She has designed and leads the project, interfaces with both Museum and School and provides training as needed. The coordinator also supports the teacher to utilise the new knowledge and integrate it into further learning in the class.

Kate also assesses risk and develops RAMS in conjunction with the teacher.

### **Teacher:**

The teacher leads the classroom activities and assists the coordinator in the field. The teacher is responsible for the children's safety and for ensuring, the correct number of support personnel attend during field visits.



### **Support personnel**

Museum manager Paula and administrator Joyce, who oversee funding and reporting needs. We are also very thankful to have the support of museum volunteers and school parents, without who we could not run the field sessions.

### **Instructional time**

Instruction is 7 hrs per class per term (divided over three sessions per term) for three terms this year.

Seven classes with approx. 27 students in each class. Total instructional time is 21 hours per class per year. 189 students = 3970 student hours annually.

Including the teacher at least five adult helpers attend each field trip for each class visit = 210 adult hours annually.

### **Implementation and timing**

Project implementation: Term 4, 2019, Terms 1 & 2, 2020

### **Attachments**

- Budget
- Letter of support – Katikati Primary
- Letter of support from partner Western Bay of Plenty Council – Community Match Fund

### **Request for Support**

Future funding will secure the future continuity, development and growth of

‘Treasuring Our Place Taonga o te Taiao’

This programme aligns perfectly to Bay of Plenty Regional Council’s vision and values,

And with our National Initiative of ‘Pest Free Aotearoa’.

Our Children Are Our Best Advocates.

Other funding organisation and institutions will be approached.

***We ask Bay of Plenty Regional Council to consider assisting with a financial contribution towards our \$30,100.00 expenditure to continue this environmental programme.***



# **APPENDIX 3**

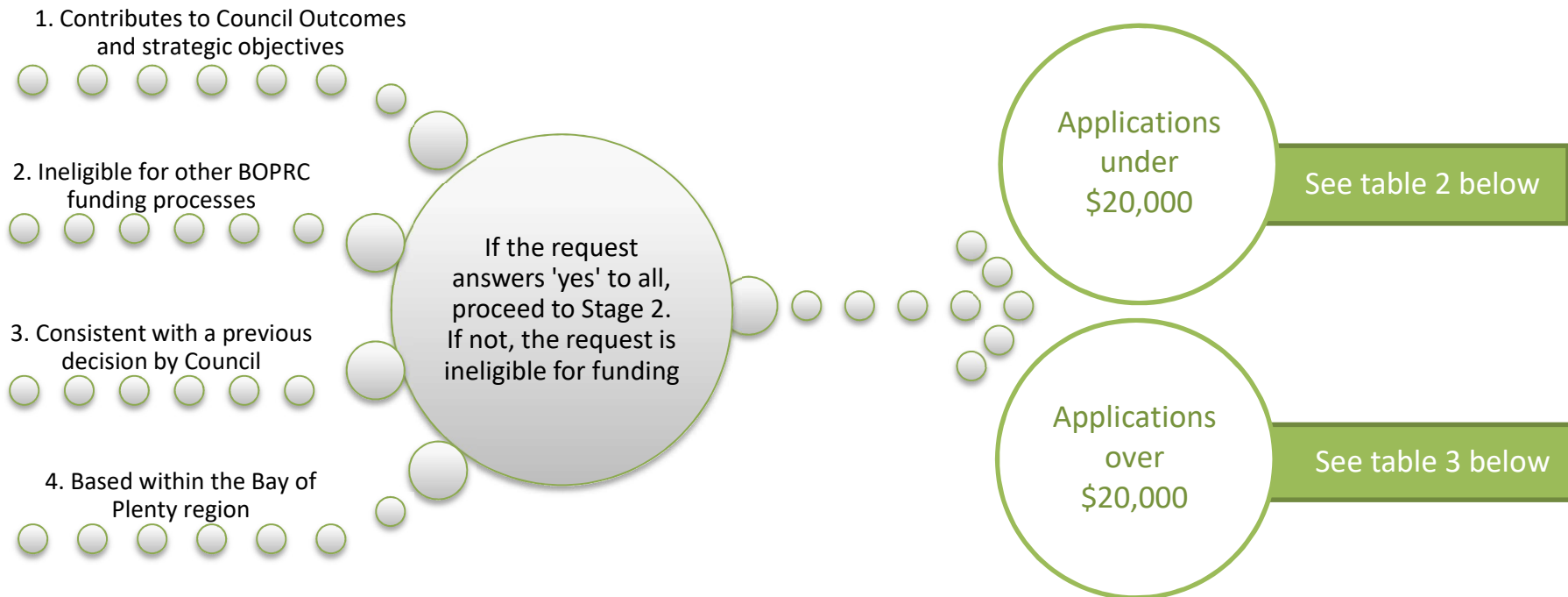
## **CIF Assessment of Annual Plan Funding Applications 2020-2021**



# Community Initiatives Fund Framework (for submissions to the Annual Plan 2020-2021)

## Stage 1: Screening Criteria\*

## Stage 2: Assessment Criteria+



\* Note: See table 1 below for explanations for each of the criteria in stage 1

+ Note: See tables 2 & 3 below for explanations for each of the criteria in stage 2

### Stage 1: Screening Criteria

1.	Does the request align with Council’s Strategic Framework including: Council Outcomes and Objectives, Long Term Plan 2018-2028 Levels of Service, Objectives in Council’s Plans, or Goals in Council’s Strategies.
2.	Is the request ineligible for funding from another BOPRC funding process, such as: Environmental Enhancement Fund (EEF); Hawea Vercoe Commemoration Fund (operates through EEF); Rotorua Nutrient Reduction Fund; Biodiversity financial support; Riparian Management Plan grant; Weedbusters funding; or funding for developing hapū/iwi management plans.
3.	Is the request consistent with a previous Council decision (not inconsistent).
4.	The project must be based within the Bay of Plenty Regional Council Boundary.

Table 1

### Stage 2: Assessment Criteria for applications UNDER \$20,000

U1	Requests have a higher preference if they have a strong contribution to achieving priority Objectives (as defined in Stage 1, Criteria 1), rather than a weak contribution across a couple of objectives.
U2	Requests have a higher preference if the external organisation can achieve better outcomes than Council’s services for the same cost, or the same outcomes as Council’s services for less cost.
U3	Requests have a higher preference if they are part funded by other sources, meaning the regional funding is supplementary to an existing programme delivered by a recognised organisation or community group.
U4	Requests for funding will need to provide a strong business case. Council will not commit to funding more than three consecutive years (the Long Term Plan is reviewed every three years).
U5	Requests have a higher preference if it provides immediate benefits that endure into the future.
U6	Requests that include identified costs will have a higher preference than vague requests broadly covering general expenses.

Table 2

### Stage 2: Assessment Criteria for applications OVER \$20,000

O1	Requests must show a strong contribution to achieving Council's priority Objectives (as defined in Stage 1, Criteria 1). Demonstration of meeting a number of the objectives will increase the likelihood of funding.
	<p>And/or requests must show a strong link to current Council Priorities</p> <ul style="list-style-type: none"> <li>- Response to Climate Change</li> <li>- Māori partnerships</li> <li>- Supporting regional economic recovery from impacts of response to COVID-19.</li> </ul>
O2	Requests must show that the organisation can achieve better outcomes than Council's services for the same cost, or the same outcomes as Council's services for less cost.
O3	Requests have a higher preference if they are part funded by other sources, meaning the regional funding is supplementary to an existing programme delivered by a recognised organisation or community group.
O4	Requests for funding for more than one year will not be considered for funding. (The Long Term Plan is reviewed every three years).
O5	Requests for funding will need to provide a strong business case clearly defining how and where they will provide value to the community. The comprehensive plan will be expected to include; the purpose of the grant, why the project or activity is needed with supporting evidence, defined desired outcomes and value-add to community, along with how the organisation intends to measure their achievements against their objectives. It should also outline current funding and future funding options.
O6	Requests must provide a project plan for the first year of funding focusing on outcomes and providing value to the community. This plan should include a budget for the first year of funding and how the proposed expenditure will provide value to the community. It must also show measurable outcomes that will be achieved in the first year explaining how they will be achieved, assessed and evaluated.
O7	Due consideration will be given to applicants that have a proven past record of successfully achieved and measured positive outcomes for community.

Table 3

## Stage 2: Assessment of UNDER \$20,000 Eligible Requests

### Assessment of Non-Infrastructure Funding Requests to BOPRC's draft Annual Plan 2020-2021

Funding Request	Stage 1 – Screening Criteria (If answers 'Correct' to all, proceed to Stage 2)				Stage 2 - Assessment Criteria (5 strongly true, 1 vaguely true)							Total
	1	2	3	4	1	2	3	4	5	6	7	

These requests best fit the criteria	26 or Greater
These requests somewhat fit some of the criteria	Between 16 and 25
These requests barely fit the criteria	15 or Less



## Stage 2: Assessment of OVER \$20,000 Eligible Requests

### Assessment of Non-Infrastructure Funding Requests to BOPRC's Annual Plan 2020-2021

Funding Request	Stage 1 – Screening Criteria (If answers 'Correct' to all, proceed to Stage 2)				Stage 2 - Assessment Criteria (5 strongly true, 1 vaguely true)							Total
	1	2	3	4	1	2	3	4	5	6	7	
Western Bay District Museum \$30,100	✓	✓	✓	✓	3	2	3	3	4	4	4	18
Water Safety Bay of Plenty \$25,000	✓	✓	✓	✓	3	3	2	1	5	4	4	22
TKR – General \$100,000	✓	✓	✓	✓	4	3	3	3	3	3	4	23
TKR – Māori Business Network \$100,000	✓	✓	✓	✓	5	5	3	3	4	4	4	28
TKR – Social Procurement \$100,000	✓	✓	✓	✓	3	3	3	3	2	3	4	21
TKR – Whenua Māori Solutions Lab \$100,000	✓	✓	✓	✓	5	5	3	3	3	3	4	26
TOI EDA	✓	✓	✓	✓	4	3	3	3	2	3	4	20

These requests best fit the criteria	26 or Greater
These requests somewhat fit some of the criteria	Between 16 and 25
These requests barely fit the criteria	15 or Less

## Commentary from Staff Assessments

Note both Western Bay Museum and Water Safety BOP received funding through Annual Plan processes in the 2019-2020 Annual Plan process for one year only. Each applicant was advised that there was no allocable budget available through the current Annual Plan process but that funding applications were welcome at any time and would be given due consideration.

### *Western Bay Museum*

- This request is for a single year of funding.
- Western Bay Museum have requested the opportunity to speak to councillors.
- Staff note that the applicant is currently delivering above agreed milestones expectations. The programme is only being offered to a single school at present, not the wider district. This is not work that BOPRC would be looking to deliver directly in the absence of this programme being funded.
- Coastal Catchments have said funding this project would not be consistent with the purpose of their budget.

### *Water Safety Bay of Plenty*

- This request is for ongoing annual funding.
- Water Safety have requested the opportunity to speak to councillors.
- The Maritime Team funded the Annual Plan 2019-2020 application on the understanding it was for a single year only, rather than an ongoing cost from their budget. With the reduced income expected from the port as a result of the lack of cruise ships the next year or more, this team is unable to support the application from the maritime budget moving forward.
- If funding were granted an itemised budget would be requested and funding milestones agreed in writing with the applicant
- Please note Cr Kevin Winters is on the Water Safety Bay of Plenty (WSBoP) governance group

### *TKR application split into constituent parts.*

- Note that TKR is a new entity, however, has a background through Priority One and He Ohoho, the Regional Maori Economic Strategy. The established board is very strong. There are strong advantages to a “by Māori for Māori” approach over traditional Council or EDA processes. While the funding request was for three years, funding for one year only is recommended through an Annual Plan process.
- **General expenses.** The general expenses are partially funded through Priority One and other sources. The board is volunteering highly skilled time as in-kind support. The ability to gain a strong regional view is supported.
- **Māori Business Network.** This is assessed as the strongest constituent proposal. The ability to gain strong regional and sub-regional views and collaboration will assist with recovery planning and delivery. While full funding is supportable, staff consider that reducing the funding to \$70k and allowing for further consideration after a record of delivery has been established will reduce the risk of this funding.

- **Social Procurement.** This proposal includes staged development of a business case. As a result the defined outcomes are unclear. It is proposed to stage this funding with a modest allocation to commence the strategic component of the business case to define the intentions, with the balance of funding to be considered later through the recovery fund.
- **Whenua Māori Solutions Lab.** Developing Māori land is an opportunity that has been discussed for some time, however, this has not substantially progressed. A “by Māori for Māori” approach has the potential to unlock significant funding and future development. While full funding is supportable, staff consider that reducing the funding to \$50k and allowing for further consideration after a record of delivery has been established will reduce the risk of this funding.

TOI EDA

This request covers a wide range of initiatives. While each of these has some value, they are sub-regionally focussed and it is not clear how they leverage work through Bay of Connections/other groups, or how they may align with the regional recovery plan.





**Report To:** Regional Council

**Meeting Date:** 02 June 2020

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

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## Annual Plan 2020/21 Deliberations - Regional Recovery

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### Executive Summary

The purpose of this paper is to:

- provide an update of progress on regional recovery, following the direction given at the Extraordinary Council meeting of 17 April 2020;
- seek endorsement of a Regional Recovery Project that encompasses the development of a Bay of Connections-led Regional Recovery Strategy and a BOPRC Recovery Work Programme;
- seek agreement in principle to consider future reserve funding for job creation focused on “green projects”; and
- seek agreement for additional funding for this work, including external costs for delivery of the project of \$250,000 and costs for the development of a sustainable procurement policy of \$50,000.

Detailed work on the design of the proposed Regional Recovery Strategy and BOPRC Recovery Work Programme would be completed by September 2020, to inform development of the Long Term Plan 2021-31. Actions to drive regional recovery and create jobs specified in the Work Programme would be those which BOPRC can lead or directly deliver within its statutory roles and responsibilities.

The Strategy would provide a coordinated regional position on recovery (e.g. for engagement with central government). This would be Bay of Connections-led, partnering with iwi leaders, territorial authorities and local economic development agencies, while also engaging with industry, the business sector and communities. The intention is to build on partners’ own recovery plans and aspirations. The Strategy would take an over-arching view, focusing on regional and local strengths, while tackling region-wide opportunities and challenges, such as transitioning to a low carbon economy and how to ensure recovery is equitable and sustainable.

Funding for regional recovery would allow us to make progress on regional and local initiatives (including “green projects”), potentially ahead of, and in addition to, any initiatives that are eventually funded by central government.

A sustainable procurement policy and framework would enable Council to more explicitly

consider social, cultural and environmental benefits offered by potential goods, service and construction suppliers, in turn allowing it to further contribute to regional recovery and community outcomes.

## Recommendations

That the Regional Council:

- 1 **Receives the report, *Annual Plan 2020/21 Deliberations - Regional Recovery*;**
- 2 **Agrees to endorse a Regional Recovery Project encompassing a Bay of Connections-led Regional Recovery Strategy and a separate BOPRC-specific Recovery Work Programme;**
- 3 **Agrees in principle to consideration of future reserve funding for job creation following the completion of detailed work on the Regional Recovery Project in September;**
- 4 **Agrees to allocate \$50,000 of additional funding within the Annual Plan 2020/21 to complete feasibility work on a sustainable procurement policy and framework for Council;**
- 5 **Agrees to allocate \$250,000 of additional funding within the Annual Plan 2020/21 for delivery of the Regional Recovery Project; and**
- 6 **Notes that the previously discussed Regional Climate Change Fund would be incorporated into broader recovery funding.**

## 1 Background and context

At its meeting on 17 April 2020, the Regional Council:

- adopted an initial economic recovery framework for the region;
- endorsed BOPRC's proposals for the Crown Infrastructure Partners' (CIP) call for large 'shovel-ready' infrastructure projects, as well as WBOPDC's Rangiuru Business Park proposal;
- agreed to develop proposals for "green projects"<sup>1</sup> to create jobs, including by seeking central government funding, and working with iwi partners and stakeholders to identify other such projects;
- agreed for further work to be done on developing a regional recovery plan, working closely with key partners and stakeholders, with a view to reporting back to Council in September to inform the next Long Term Plan; and
- agreed to seek direction from Komiti Māori on how to best engage with Māori and iwi partners on regional economic recovery.

This paper provides a progress update, seeks endorsement for a proposed approach and seeks additional funding to be allocated for this work within the Annual Plan 2020/21.

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<sup>1</sup> Including biosecurity, environmental restoration and flood control projects.

As outlined on 17 April, the objective of this work, aligned with the Community Outcomes, is that we continue to have a vibrant and well-connected region that recovers quickly from the impacts of COVID-19.

## 2 Progress to date

The Regional Recovery Project is part of a larger programme of work established by BOPRC in response to COVID-19. It is worth noting that this project is additional, although related to, Council's Civil Defence Emergency Management role. The project has been broken down into several work streams. Activity to date under each work stream is summarised in Appendix 1. The remainder of this section focuses on one of the work streams, the development of a Bay of Connections-led Regional Recovery Strategy and BOPRC Recovery Work Programme.

### 2.1 Bay of Connections Regional Recovery Strategy & BOPRC Recovery Work Programme

Thinking on the approach to recovery planning has developed since 17 April, in light of engagement with partners and feedback received to date. This regionally-coordinated approach, illustrated in Figure 1, builds on the initial economic recovery framework. It demonstrates the relationship between partners and key stakeholders in regional recovery, and is designed to ensure effective collaboration while avoiding duplication.

Prior experience of central government funding of regional economic development (e.g. the Regional Growth Study and Action Plan, Provincial Growth Fund, etc.) demonstrates that a joint regionally-coordinated approach would put us in a much stronger position. Previously, Bay of Connections has been instrumental in this role, and we expect it will be again this time.

Building on Council's previous endorsement of a transition plan to a low carbon economy, a Bay of Connections-led Regional Recovery Strategy is proposed, concentrating on region-wide focus areas (including workforce/skills, infrastructure, low carbon economy, Māori development, tourism, and primary industries/food basket). A Bay of Plenty Recovery Strategy will enable the region to have a shared vision to attract and align investment, create jobs and transform the regional economy.

Positioning this Strategy under the Bay of Connections banner will help ensure greater regional collaboration, while leveraging off of the expertise of its independent Leadership Group.<sup>2</sup> This aspect in particular will help ensure effective engagement with business and industry. The Strategy will be underpinned by iwi-Māori, BOPRC, TA and EDA-specific recovery action plans or work programmes, focusing on each partner's strengths and roles.

Another key component to this regional approach is the development of BOPRC's Recovery Work Programme. It would specify actions which BOPRC can lead or undertake within its statutory roles (e.g. transport, natural resource management, funding) to drive regional recovery and create jobs.

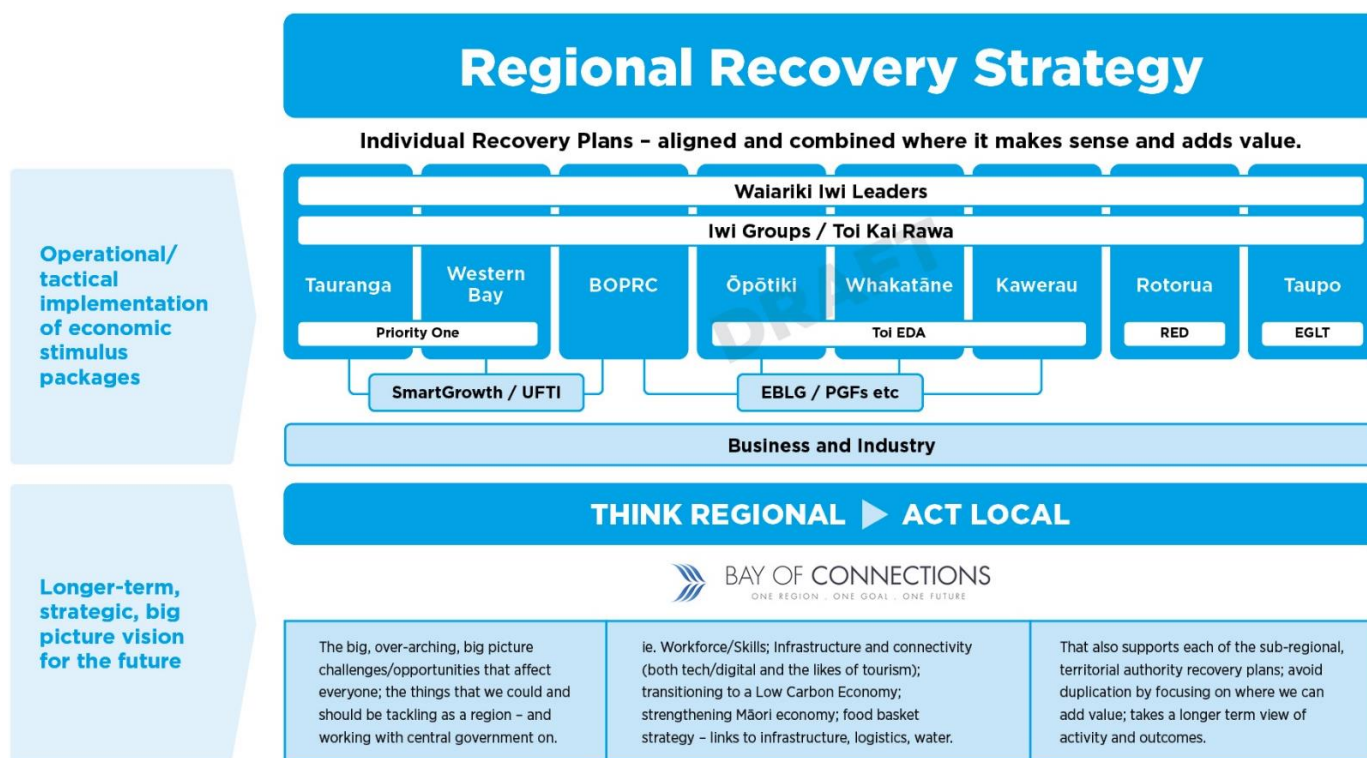
We are seeking endorsement of this regional recovery approach, including a Bay of Connections-led Regional Recovery Strategy and a separate BOPRC-specific Recovery Work Programme. This work stream will position Council well to interface with central government initiatives, including the recently announced establishment of

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<sup>2</sup> The BOPRC-funded Bay of Connections Leadership Group is now meeting more regularly than usual and is actively engaged through providing insights and directions on regional recovery.

interim Regional Skills Leadership Groups through the Ministry of Business, Innovation and Employment.<sup>3</sup>

Figure 1: Bay of Connections-led Regional Recovery Strategy



### 3 Proposed new initiatives

#### 3.1 Job Creation Funding

<sup>3</sup> See announcement of Regional Skills Leadership Groups - <https://www.mbie.govt.nz/business-and-employment/employment-and-skills/regional-skills-leadership-groups/>



Agreement is sought in principle to use available reserve funds for job creation focussed on recovery particularly “green projects”. This funding would allow us to make progress on regional and local initiatives, potentially ahead of, and in addition to, any initiatives that are eventually funded by central government. The 2020 Budget announced on 14 May contains a number of additional central government funding mechanisms for recovery. This includes \$1.1b to create 11,000 environmental jobs, although the detail and how much will ultimately be allocated to the Bay of Plenty remains to be seen.

The lack of dedicated regional funding would mean we are constrained to external funding mechanisms (e.g. central government, partners), or ad hoc funding decisions, to deliver any recovery initiatives. Co-funding for “green projects” within the Work Programme could be the first tangible call on this funding. At the time of writing, no co-funding criteria have been released for the new central government recovery packages. However, as was the case with Crown Infrastructure Partners projects, the funding process is likely to move at speed once announced. Having funding available to co-fund would greatly advance the ability to develop applications and secure central government funding. Note many of these are developed in partnership with other organisations.

Having funding available for regional recovery would replace, and effectively be an extension, of the proposed Regional Climate Change Fund flagged in the Annual Plan 2020/21 Te Mahere ā-Tau Information Document. It is widely agreed that recovery from COVID-19 must also help us to transition to a low emissions economy. Therefore, we are proposing that any Council climate change funding (both for mitigation and adaptation) is linked at this stage to regional recovery, noting that separate funding may be needed in the future.

Setting aside specific funds for regional recovery would involve setting objectives, scope, criteria, funding mechanisms, decision-making processes, etc. With regard to funding mechanisms, in addition to direct delivery, the funding could also consider the use of impact investment to reduce overall costs and increase reach. All of these aspects would be considered in more detail when establishing the funding criteria, following the completion of a Regional Recovery Strategy and BOPRC Recovery Work Programme.

The financial implication of regional recovery is uncertain at this time, it is proposed that funding is to be allocated from available reserves. It is recommended this is considered after September 2020 once detailed work on the Recovery Project is completed and audited reserve balances are known through the 2019/20 Annual Report.

### **3.2 Sustainable procurement policy and framework**

Approval is also sought to allocate \$50,000 of additional funding within the Annual Plan 2020/21 to complete feasibility work on a sustainable procurement policy. This policy would include a framework and initiatives that support a new approach to procurement to achieve sustainable outcomes.

Sustainable procurement means considering long-term economic viability, minimising environmental impact and being socially responsible when procuring goods, services or works at all stages of a project.

From an environmental perspective, a policy would support and establish initiatives and standards that reduce organisational contributions to climate change through the

products and services we purchase, in line with objectives set in Council's Climate Change Action Plan.

From a social perspective, a policy would encourage initiatives that embrace cultural diversity, inclusivity of all people and revitalisation of indigenous heritage through Mātauranga Māori (knowledge). Indigenous employment is a key indicator of strong economic development so procuring from Māori-owned businesses means investing in sustainable communities. A social procurement approach could mean that businesses that use social enterprises or Māori-owned businesses in their tenders for Council contracts will have a competitive edge over otherwise equivalent businesses that do not.

Understanding the purchasing power and influence of Council is the first step in acknowledging the significant impact the procurement process can have on the economy, the environment and the community. Under such a policy, sustainable procurement decisions would become a requirement of Council tendering. These decisions would include what Council buys, who we buy from, what standards we set for suppliers, how we manage supply chains, and what outcomes we seek to achieve.

A framework would be used to support drafting of associated procurement and contract documentation. Subsequent to this documentation, it can then be used to inform evaluations, negotiations and KPI management. It would be developed to stimulate sustainable outcome opportunity areas, providing base questions, evaluation approaches and KPI measures as a guide to support the buying cycle.

### **3.3 Delivery of the Regional Recovery Project**

Since the start of the state of emergency at the end of March, a range of resources have been devoted to economic recovery activities. By the end of April, this included more than 800 hours of staff time from across the organisation, and costs related to contractors, commissioning of initial impact assessments, and procurement of datasets.

The total estimated cost of this work during 2019/20 is projected to be \$263,000 and of this nearly 50% will be staff time. Most of these costs, staff time in particular, have so far been covered by reallocating resources to this priority area.

Consequently, to ensure there is sufficient resourcing for the Regional Recovery Project, we recommend that you agree to allocate \$250,000 of additional funding within the Annual Plan 2020/21.

This would cover external costs, including those for contractor/consultant time and associated costs. Staff time would continue to be covered by reallocating and/or refocussing resources from current budgets. For example, the proposed "green projects" are prioritised environmental enhancement, biosecurity and flood control projects. Likewise, previously planned work to establish a regional climate change fund and transition to a low-emissions economy would be integrated with regional recovery.

Detailed work on the design of the proposed Regional Recovery Strategy and BOPRC Recovery Work Programme would be completed by September 2020.

## **4 Implications for Māori**

COVID-19 is expected to have pronounced impacts on Māori due in part to the higher proportion employed in hard hit industries (e.g. hospitality, transport, retail, and

construction) and the disproportionate effect on lower skilled occupations.<sup>4</sup> The higher pre-existing levels of Māori unemployment and deprivation in the region compound these impacts. The recovery provides an opportunity to make progress on Māori economic development, which remains a key focus area for Bay of Connections and the Regional Council.

Members of Komiti Māori have been engaging with Māori across the region to understand the landscape and identify ways in which Council can add value to Māori economic recovery. Māori are collaborating with a number of entities (such as regional and district councils, economic development agencies, Trusts, private sector groups and government agencies) to maximise influence on economic stimulus and job creation. Some are choosing to operate autonomously where they see benefit in doing so. This does not denigrate the relationships we have with Māori, rather it demonstrates that Māori are seeking all available avenues to support their goals and aspirations.

Relationships continue to be strengthened and built by staff and Councillors with Māori. Both Komiti Māori and Council have received presentations from regional Māori Economic Development Agency Toi Kai Rawa Trust (TKR). TKR is seeking financial support to assist with the delivery of transformational projects across the region.<sup>5</sup>

With advice from Komiti Māori, we will develop a tailored approach to identify and engage with the most appropriate individuals and/or entities to ensure the Regional Recovery Strategy and Work Programme build on Māori-led initiatives. It is also important to recognise that iwi/Māori are self-activating and are proactively lobbying central government independent of Council's proposed initiatives. In this regard it will be critical to ensure that where practical Council is able to support them.

While these specific recovery packages are inclusive of Māori, further consideration needs to be given to how they may benefit from other activities Council is undertaking in partnership with Māori. One example of this is the implementation of the National Policy Statement for Freshwater Management due to be gazetted in July this year.

## **5 Budget Implications**

### **5.1 Current Year Budget**

2019/20 costs will be covered within the current year budget. The total estimated cost of this work during 2019/20 is projected to be \$263,000. Of this, nearly 50% will be staff time.

### **5.2 Future Budget Implications**

The financial implications for Annual Plan 2020/21 if Council approves staff recommendations would be a total increase in operational expenditure of \$300,000 in 2020/21.

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<sup>4</sup> See page 17 of the Infometrics report - Economic Impacts of the COVID-19 pandemic on the Bay of Plenty Region – Early Estimates for Bay of Plenty Regional Council, May 2020.  
<https://atlas.boprc.govt.nz/api/v1/edms/document/A3532586/content>

<sup>5</sup> A separate Annual Plan paper (Community Views) considers a proposed funding application from Toi Kai Rawa Trust.

Financial Impact (Inflated Numbers)										
\$000	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/31
Recovery Projects										
<b>Total Operating Expenditure</b>	300									
<b>Additional Funding Required</b>	300									
Rates Impact										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
General Rates %	1.1%									

Furthermore, it is anticipated additional financial implications will arise during the year once the recovery programme has been developed, and region recovery is underway. Staff have recommended Council agree in principle to consideration of future reserve funding for job creation. However it is unknown what these costs will be.

## 6 Community Outcomes

This project directly contributes to the “A Vibrant Region” Community Outcome, and indirectly contributes to all other Community Outcomes in the Council’s Long Term Plan 2018-2028.

Santiago Bermeo  
**Senior Planner**

**for General Manager, Strategy & Science**

**22 May 2020**

# **APPENDIX 1**

## **Appendix 1 AP Paper RER**



## **Regional Economic Recovery progress update (as of 19 May 2020)**

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*Note this work is separate from, although related to, Regional Council's role under the Civil Defence and Emergency Management (CDEM) framework. A separate Annual Plan paper discusses Regional Council's CDEM role in more detail.*

### **Stimulus projects**

BOPRC put forward three proposals in response to the CIP call for large infrastructure 'shovel-ready' projects and coordinated a regional response endorsing territorial authority proposals. Since then, we have also responded to requests from CIP for additional information in relation to our proposals.

We have also continued to develop other "green project" proposals in anticipation of additional government funding (as announced on 14 May within the 2020 Budget), through potential partnerships or direct delivery. We submitted a list of 27 of these potential "green projects", via the regional sector, to the Department of Conservation. Many of these potential projects were developed with partner organisations, including Te Arawa and Waikato Regional Council.

BOPRC has also contributed to the development of a proposed \$755m regional transport stimulus package, made up of various transport projects and programmes identified by local authorities throughout the region. These were included by variation to the Regional Land Transport Plan at the May Regional Transport Committee Meeting.

We were also part of the Western Bay Stimulus Package submitted to Ministry of Housing and Urban Development for funding consideration.

### **Māori recovery and engagement**

On 17 April 2020, Council also resolved for Komiti Māori to provide direction on how best to engage with Māori and iwi partners and on regional recovery.

The focus to date has been on engaging and connecting with iwi-Māori entities to understand approaches to Māori recovery. Across the region iwi-Māori are mobilised, strategizing and preparing bespoke models. For example, Te Arawa has developed a comprehensive short, medium and long-term recovery plan that supports whānau into jobs, supports the development of an innovation hub, and provides an effective pathway to future prosperity for its whānau. In the Eastern Bay of Plenty, iwi, Toi EDA and its affiliates including the Regional Growth Leadership Group are well prepared and anticipating government funding for "shovel-ready" and "green projects". In addition to a focus on financial and sustainable recovery, iwi authorities are aligned with Māori health providers and Civil Defence centres to execute support for community care. Government agencies and councils are working alongside iwi-Māori entities to support, enable and empower.

Another significant development within this work stream has been engagement with regional Māori Economic Development Agency Toi Kai Rawa, including considering their proposal for additional funding (presented in a separate paper). On 12 and 14 May 2020 Councillors received a presentation from TKR representatives about this.

### **Stakeholder engagement and communications**

The focus has been to develop a partner/stakeholder engagement plan, as well as a wider communications/public relations strategy. There have been numerous virtual meetings with

TAs, EDAs and RTOs which have cut across multiple work streams. In general, all key stakeholders are very supportive of a coordinated and collaborative approach to recovery, along with a regional lens (under the Bay of Connections banner) that helps join the dots and address regional challenges and opportunities.

Council staff have been regularly meeting with Economic Development New Zealand, Bay of Plenty Connect group and central government agencies. We have also completed a high level stocktake of key parties involved in response and recovery.

The Regional Recovery Strategy will be informed by engagement with Māori, businesses, industry and communities. This will ensure the Strategy reflects what is important and valued for them and will make the most of the opportunities arising through the recovery to grow and transform our regional economy.

### ***Data and information***

Much of the publicly available data on the economic impacts of COVID-19 is not available on a real-time basis. Understanding what is happening in our region as close to real time as possible as we move through recovery will be vital.

BOPRC has commissioned a report from Infometrics (previously circulated to Councillors) on the forecast impacts of COVID-19 on the regional and district economies, as well as an overview of the baseline situation. Staff continue to monitor a number of key datasets and engage with our partners to better understand the ongoing impacts of the emergency and to inform other work streams.

Staff are also coordinating a TA and EDA data and information-sharing group for the Bay of Plenty, which has been meeting regularly.

### ***Internal processes***

Three sets of internal processes are being reviewed to support regional recovery. First, our Consents Team is planning how it could provide additional support to consent applicants seeking to undertake projects that would drive recovery. While there are currently no shortcuts to RMA consent processes, these can be expedited with additional resourcing. It should be reinforced that this would not circumvent appropriate consultation to ensure social, cultural, environmental and economic outcomes. Furthermore, central government has announced [RMA amendments to fast-track certain 'shovel-ready' projects](#). However, at this point it is unclear what role if any BOPRC would have under this alternative process.

A second area is the development of a sustainable procurement policy for BOPRC, outlined in more detail above. Finally, planning and financial implications of the recovery project are also being progressed, as outlined in this and accompanying papers.





**Report To:** Regional Council

**Meeting Date:** 02 June 2020

**Report From:** Sarah Omundsen, General Manager, Regulatory Services

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## **Annual Plan 2020/21 Deliberations - Civil Defence Emergency Management COVID-19 costs**

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### **Executive Summary**

The Bay of Plenty Group Emergency Coordination Centre was activated and remains operational through the COVID-19 Civil Defence Emergency Management response. Budget impacts of the response for both 2019/20 and 2020/21 are outlined in this paper. For the 2020/21 Annual Plan, forecast response costs are \$400,000 which are recommended to be funded through CDEM reserves.

### **Recommendations**

**That the Regional Council:**

- 1 Receives the report, Annual Plan 2020/21 Deliberations - Civil Defence Emergency Management COVID-19 costs;**
- 2 Approves additional COVID-19 related costs of \$400,000 in the Annual Plan 2020/21;**
- 3 Approves the use Emergency Management reserves to fund the non-recoverable costs of COVID-19 emergency response.**

### **1 Purpose**

The purpose of this paper is to update the Council on 2020/21 budget implications of the COVID-19 emergency management costs.

### **2 COVID-19 response to date**

The Ministry of Health has been the national lead agency managing the public health response to the COVID-19 pandemic. The National Emergency Management Agency have been supporting the Ministry of Health, and continue leading the Civil Defence Emergency Management and Welfare Workstreams according to the [NZ Influenza Pandemic Plan](#).

As per the NZ Influenza Plan, all national, regional and local emergency centres are involved in the response. For us regionally, this has meant our Bay of Plenty Group Emergency Coordination Centre (GECC) has been activated along with the local Emergency Operations Centres (EOCs - Ōpōtiki, Kawerau, Whakatāne, Rotorua and the Western Zone).

The National Emergency Management Authority has specifically directed the work of all GECCs and EOCs. For the Bay of Plenty GECC, there has been a particular focus on:

- Assisting the Health led response to COVID-19 in the Bay of Plenty.
- Facilitating and assisting public communications alongside the lead agency.
- Planning for a sustained and long-term activation of the GECC.
- Managing and coordinating the consequences of COVID-19 in the Bay of Plenty.
- Coordinating Civil Defence Emergency Management and Welfare workstreams as directed by the All of Government Controller. The Welfare workstream was later reframed into the Caring for Communities workstream to recognise the wider social and economic impacts on New Zealanders from COVID-19

Throughout Level 4 and 3, the GECC has been operative 7 days a week with up to 45 staff working on any given day.

By far the most resource intensive work has been coordinating the welfare workstreams which has included the managing of welfare needs assessments, ensuring people in the community are getting the support they need and directed to the right agencies, providing goods, services and accommodation where required, and managing the 0800 call centre.

Non-recoverable costs to the end of financial year are estimated to be \$865,000.

### **3 Continued COVID-19 response for 2020/21**

The response continues to evolve as we move through alert levels. At this stage, work is reducing and direction from the National Emergency Management Agency is to review operational requirements. It could be that we continue down through alert level 2 and 1 and get back to “normal” quite quickly and have the opportunity to stand down the GECC. On the other end of the spectrum, we may experience surges of infection in communities and be required to move back up levels in different parts of the country.

Given this uncertainty, it is difficult to forecast resource requirements over the next six months. However, staff have made the following assumptions:

- There will be a requirement for some functions to continue in a reduced capacity – such as providing welfare and logistics support
- Civil Defence Emergency Management will continue to undertake welfare needs assessments and provide a level of household goods and service provisions. Not all of these will be cost-recovered through the National Emergency Management Agency.

- Civil Defence Emergency Management will play a role in recovery as directed by the National Recovery Manager, through the Civil Defence Emergency Management Act.
- Contract staff will be required to support Emergency Management Bay of Plenty as Regional Council staff move back to business as usual.

As a result, we are anticipating further costs associated with supporting the COVID response. Extrapolating existing costs, this will be approximately \$200,000 of contract staff costs and \$200,000 of welfare goods and services costs in Annual Plan 2020/21.

## 4 CDEM Reserves

The audited CDEM reserve balance is \$1,326,000 as at 30 June 2020. The financial impact of COVID-19 on the Emergency Management activity for the 2019/20 year is a total increase in expenditure of \$865,000, this has offset the previously forecast surplus of \$462,000 resulting in a forecast deficit of \$403,000.

The estimated non-recoverable COVID-19 cost of \$865,000 is predominantly non-Emergency Management Bay of Plenty staff costs, support provided to iwi and communities not covered by the Caring for Communities fund, and any fixed term roles being engaged in the response. The forecast deficit will be funded by the CDEM Reserves in 2019/20.

In the Annual Plan 2020/21 Information Document, the Emergency Management budget utilised \$450,000 of reserve funds to reduce the targeted rate in 2020/21.

In addition, the estimated financial impact of COVID-19 in 2020/21 is \$400,000. Staff recommend Council include additional operating expenditure in Annual Plan 2020/21 and to fund this from the CDEM Reserves.

Further utilisation of the reserve for COVID-19 expenditure in 2020/21 will reduce the forecast reserves balance to \$73,000 as at 30 June 2021. A reconciliation of the CDEM reserve use (actual, forecast and proposed) is shown below.

### Overall Impact on Emergency Management Reserves

Opening Balance (July 2019)	\$1,326,000
Forecast withdrawal due to deficit (2019/20)	(\$403,000)
Approved withdrawal (AP2020/21)	(\$450,000)
Proposed withdrawal (COVID-19)	(\$400,000)
<b>Forecast Closing balance (30 June 2021)</b>	<b>\$73,000</b>

## 5 Funding Impacts

The estimated financial impact of COVID-19 in 2020/21 is \$400,000. Staff recommend additional operating expenditure in Annual Plan 2020/21 and to fund this from the available CDEM Reserves.

If the additional COVID-19 related expenditure is funded by targeted rate the impact per household is estimated to be between \$3.00 and \$4.00 depending on location.

## **6 Climate Change**

This work relates specifically to the Civil Defence Emergency Management COVID-19 response and does not respond to the impacts of climate change.

## **7 Implications for Māori**

The Bay of Plenty Civil Defence Emergency Management Group have ensured that iwi and hapū are prominent through the COVID-19 response planning. This has been done both through the structures that have been set up, but also through ensuring support is provided in a way that suits individual iwi and communities.

In terms of structure, the GECC has had a specific Iwi Māori Liaison Function operating throughout the response. This Function ensures engagement with Iwi Māori partners as well as providing advice on Iwi Māori process, tikanga and kawa to the Group.

At the start of the response, Iwi Māori engagement was done through established iwi contacts made by Emergency Management's Kaiārahi Māori and the Regional Council's Māori Policy Team. These contacts enabled the Function to assist with messaging and building Iwi and Kaumātua contact lists for further communications. The full activation of the local emergency centres saw this direct engagement move to the local level, with local Iwi Liaison officers engaging directly with Iwi, Hapū and Iwi Māori agencies and providers.

In terms of providing individual support, iwi and Māori organisations across the Bay have set up their own response structures, and we continue to action requests from them and provide things like PPE gear, personal hygiene packs, food parcels, signage, assistance with needs assessments, connections with relevant agencies like Ministry of Social Development as required. The critical focus here is ensuring iwi and Māori organisations are supported in a way that is appropriate to their own community needs and priorities.

The Regional Council also recognises the potentially catastrophic economic impact that COVID-19 will have, particularly on Māori and Māori business, and we are looking to closely involve Māori in recovery processes. Work has started on economic recovery planning and we need to foster and build Iwi capacity. Our relationships with key Māori leaders will enable economic stimulus opportunities to be collectively pursued.

## **8 Community Outcomes**

This work directly contributes to the Safe and Resilient Communities Outcome in the Council's Long Term Plan 2018-2028.

Sarah Omundsen  
**General Manager, Regulatory Services**

**22 May 2020**





**Report To:** Regional Council

**Meeting Date:** 02 June 2020

**Report From:** Chris Ingle, General Manager, Integrated Catchments

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## **Annual Plan 2020/21 Deliberations - Safe and Resilient Communities: Flood Protection and Control**

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### **Executive Summary**

This report covers three important projects: The Rangitāiki Floodway; the Kaituna Mole reconstruction works and the results of the region-wide rock supply chain investigation work.

The Rangitāiki Floodway Project is a multi-stage project designed to take pressure off the flood-prone Rangitāiki River by diverting some of its flood flows and by reducing flood levels in the river from upstream of Edgecumbe to the river mouth. Stage 6 and the spillway construction will complete the Rangitāiki Floodway project and deliver the flood protection design standards for the community.

The community consultation on the proposal was supportive, although the additional costs falling on ratepayers at this time of economic uncertainty raised concerns. Additional capital funding of \$11.2 million is required to complete Stage 6 of the Floodway and the Spillway and this will have an impact for ratepayers. A range of funding options have been modelled to understand the financial consequences. Given the economic impacts due to COVID-19, and the possibility of central Government funding for the Rangitāiki Floodway project, staff recommend Council phase in the rating requirements for Stage 6 from July 2021.

Design work for the renewal of the Kaituna Mole river mouth control structure was provided for in the 2019/20 financial year but the recommended design requires additional funding of \$2.36 million over the 2020/21 and 2021/22 financial years. The structure is essential to controlling movement of the river mouth and as such is a critical part of the Kaituna River scheme. It is also a popular community fishing spot and was also part of one of the Crown Infrastructure Partners funding bids put forward last month.

The Council is also asked to consider the recommendations of the new Rock Supply Strategy. This Strategy has been developed as a risk management tool to provide Council with more certainty around the supply, cartage, placement and cost of quarried material to support the region's four river schemes. The Strategy recommendations will enhance community safety & resilience through improved responsiveness and recovery from flood events.

A 26th May workshop will provide an opportunity for discussing the independent review of Stage 6 of the Rangitāiki Floodway, and will also include presentations on the other topics covered in this report.

## Recommendations

That the Regional Council:

- 1 **Receives the report, Annual Plan 2020/21 Deliberations - Safe and Resilient Communities: Flood Protection and Control;**
- 2 **Approves additional capital expenditure of \$8.355 million in the Annual Plan 2020/21 for Stage 6 of the Rangitāiki Floodway Project, and that this will be loan funded;**
- 3 **Approves that the rating impact of Stage 6 of the Rangitāiki Floodway Project be phased in from July 2021 due to the economic impacts of COVID-19 and the possibility of central Government funding;**
- 4 **Approves additional capital expenditure of \$2.8 million in year 1 of the Long Term Plan 2021-31 for the Spillway construction for the Rangitāiki Floodway Project, and that this is to be loan funded;**
- 5 **Approves additional capital expenditure of \$1.8 million in the Annual Plan 2020/21 and \$564,000 in year 1 of the Long Term Plan 2021-31 for the renewal of the Kaituna Mole, and that this will be loan funded;**
- 6 **Approves additional expenditure of \$173,000 in the Annual Plan 2020/21, and \$290,000 per annum in the draft Long Term Plan 2021-31 for implementation of the Rock Supply Strategy, noting that this is to be funded through 80% targeted and 20% general rates.**

## 1 Introduction

Safe and Resilient Communities is one of Council's four Community Outcomes in Council's Strategic Framework in the current Long Term Plan 2018-2028.

Each Community Outcome has a set of objectives which support the delivery of the outcome. All of the issues identified in this paper align to one or more of the objectives for this Community Outcome, including:

- We support community safety through flood protection.
- We work with our partners to develop plans and policies; and
- We lead and enable our communities to respond and recover from an emergency.

## 2 Rangitāiki Floodway

The Rangitāiki Floodway Project is a multi-stage project designed to take pressure off the flood-prone Rangitāiki River by diverting some of its flow. Increasing the capacity of the floodway reduces flood levels in the Rangitāiki River from upstream of Edgecumbe to the river mouth.

Stage 7 of the floodway is currently underway and is expected to be completed early in the 2020/21 financial year. Stage 6 and the spillway works will complete the Rangitāiki Floodway project. These stages involve floodway stopbank improvements (stage 6)



and constructing the spillway structure itself (including shaping of the land downstream).

This report recommends that additional funding be provided in the Annual Plan 2020/21 year to complete Stage 6 of the floodway, while the Spillway work is now deferred to the 2021/22 financial year (Year 1 of the Long Term Plan 2021-31).

It is noted that carry forward funding to complete Stage 7 work (delayed due to land access issues and Covid-19) is provided for in the Annual Plan 2020/21 Budget Update report.

## 2.1 Background

At the March 2020 Annual Plan Workshop staff presented a proposal to increase the floodway budget to complete the project. The proposal is presented in the table below.

<b>Rangitāiki Floodway Cost Estimate for Stage 6 and Spillway</b>				
<b>Item</b>	<b>Draft AP2020/21 (\$000)</b>	<b>Proposed Budget 2020/21 (\$000)</b>	<b>Proposed Budget 2021/22 (\$000)</b>	<b>New Capital Expenditure Request (\$000)</b>
Stage 6	\$ 2,560	\$ 10,915		\$ 8,355
Spillway			\$ 2,800	\$ 2,800
<b>Total</b>	<b>\$ 2,560</b>	<b>\$ 10,915</b>	<b>\$ 2,800</b>	<b>\$ 11,155</b>

Council were concerned about the proposed increase in budget and wanted staff to consult with those affected by the increase. Council's guidance to staff was as follows:

*"Undertake further consultation with those affected and reconsider this direction as part of the hearings/deliberations in May/June 2020"*

An independent review of the floodway project was not available at the March Annual Plan Workshop. This is to be provided at a Council workshop on 26 May 2020, which will also address other matters in this report.

## 2.2 Consultation

### 2.2.1 Methodology

Ideally, community consultation will take place in person, face to face within the community, as was undertaken when seeking feedback on the Rangitāiki Floodway Spillway design last year. However, as consultation needed to be undertaken during the Covid-19 lockdown an alternative methodology was adopted. This was considered the best that could be achieved under the circumstances.

An outline of the consultation methodology follows:

Objective	Action
<p>Make contact with affected ratepayers inviting them to take part in the consultation</p>	<p>Emails were sent out to multiple parties comprising:</p> <ul style="list-style-type: none"> <li>• Rangitāiki River Forum members</li> <li>• Rangitāiki Tarawera River Scheme Advisory Group</li> <li>• Iwi Leaders of Ngāti Awa, Ngāti Tūwharetoa BOP, Ngāti Rangitihī (Te Mana o Ngāti Rangitihī)</li> <li>• Ratepayers – emails sent to approximately 90 email addresses that were on file</li> </ul> <p>Phone calls were also made to 70+ additional affected parties. Information was given and people were also directed to the BOPRC website. Approximately 30 email addresses were added to the contact list.</p> <p>Advertisements were placed in the Beacon newspaper, on the local community radio station, on Councils facebook page and also on the Kia Kaha Edgecumbe community facebook page.</p> <p>Information was provided in Komiti Māori E-Panui and Council Kōrero.</p>
<p>Provide information about the Rangitāiki Floodway project and what the consultation is about</p>	<p>The emailed letters contained relevant information and where to find further information.</p> <p>The Rangitāiki Floodway project page on Councils website was updated to provide information on the project and the purpose of the consultation.</p>
<p>Arrange workshops where a presentation can be given about seeking feedback and give the opportunity for the affected ratepayers to ask questions</p>	<p>Two online workshops were arranged for 30 April 2020 at 10am and 3pm using “video facilitator”.</p>
<p>Collect feedback on the proposal</p>	<p>Survey forms were included with the emails sent out.</p> <p>A link was provided in the emails and on the BOPRC website to an online survey form.</p> <p>Online message boards were provided as part of the workshops. This facility on video facilitator allows participants to post comments and ideas on an online notice board.</p>
<p>Collate feedback and present this back to Council</p>	<p>This report to Council.</p>

### 2.2.2 Feedback Summary

There were 19 responses received via the survey. There were also a handful of written responses. Some of the responses were on behalf of two or more people. There seemed to be a good cross section of affected people who responded which included Edgecumbe residents, local farmers and commercial interests.

In comparison, there were around 37 people and 34 responses at the last public session in November 2018 when the preferred option for the spillway was determined. So given the circumstances, the response level was encouraging.

The key points from the survey were as follows:

- Responders were residents (3) or ratepayers (14) or both (2)
- Most understood the information (16 out of 19)
- Most understood that Stage 6 involved raising the stopbanks (18 out of 19)
- Mixed understanding of what the targeted rating increase would mean for them (10 out of 19 understood).
- Most supported Stage 6 going ahead (15 either strongly support or support, 3 unsure, 1 does not support)
- Support for the Spillway - lower fixed weir and contingency radial gates was mixed (10 support from strongly to somewhat, 6 unsure and 3 do not support).

General comments were that they were hoping for central government support (but would still support the project even if it wasn't received). There were a number of comments that the Floodway needs to be completed as outlined to ensure consistency of flood protection levels for the entire community. Other comments mentioned that these are uncertain times and everybody was concerned about increased costs.

### 2.3 Floodway Independent Review

It is acknowledged that the recommendation to undertake stopbank raising is different to what was previously recommended. It also differs to the philosophy that has been promoted in the River Scheme Sustainability Project and endorsed within the Rangitāiki River Scheme Review led by Sir Michael Cullen.

Consequently, an independent review has been commissioned to examine the recommendations made. Kyle Christensen, who was on the independent panel for the Cullen Review will present his review findings at the 26 May Councillor workshop.

### 2.4 Funding Options

The Council submitted this Rangitāiki Floodway project to Crown Infrastructure Partners (CIP) as one of three project bids from the Bay of Plenty Regional Council. While all three CIP applications have been endorsed by the Infrastructure Reference Group and forwarded onto Ministers for their consideration on 18 May, Council is yet to receive a funding decision on the application.

The proposal requires an additional budget of \$11.15 million to undertake Stage 6 and the Spillway works, to complete the project.

The increase in the project budget of \$11.15 million has an impact upon rates. Various options have been assessed to try and reduce the impact on ratepayers. The initial modelling used to demonstrate impact on targeted ratepayers in the Rangitāiki River

Scheme used a 4% interest rate with a loan term of 20 years (reflecting council policy). These figures were re-modelled for the recent consultation identified under section 2.2 above, using a 3% interest rate. This reduced the resulting rates rises.

Other scenarios run included:

- Phasing in the increase in rates in the 2021/22 financial year and then spreading the increased cost over a 20 year internal loan period.
- Reducing the loan amount by \$5 million (assuming central Government funding is received) and then spreading the remaining increased cost over a 20 year internal loan period.

Tables showing examples of what effect each of these options will have on three types of properties over a 10 year period are attached as Appendix 1.

Interest rates are extremely low and likely to reduce therefore all modelling options now use the 3% interest rate.

The option which provides for a \$5 million loan reduction assumes that the Crown Infrastructure Partners funding bid is successful.

## 2.4.1 Recommended Option

In recognition of the impact of COVID-19 on the economy, it is recommended that Council consider phasing in the additional rates impact for Stage 6 of the Rangitāiki Floodway Project from July 2021.

The below table shows the overall financial impact of the recommended option.

Financial Impact (Inflated numbers)		Option 2 Preferred - 20 year loan 3% interest defer for 1 year										Total
\$000		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	
<b>Operating Expenditure</b>												-
Depreciation		279	372	372	372	372	372	372	372	372	372	3,625
Interest cost of additional capital expenditure		186	303	312	300	287	274	260	246	231	216	2,615
Loan Repayment		220	376	412	424	437	451	464	478	493	508	4,264
<b>Total Operating Expenditure</b>		<b>685</b>	<b>1,051</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>10,503</b>
<b>Net cost to council</b>		<b>(685)</b>	<b>(1,051)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>10,503</b>
<b>Rates Impact</b>												
\$000	%											
Targeted Rates	80%	0	548	840	877	877	877	877	877	877	877	7,526
General Rates	20%	0	137	210	219	219	219	219	219	219	219	1,881
<b>Total Rates</b>		<b>0</b>	<b>685</b>	<b>1051</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>9,407</b>
<b>% movement</b>												
Targeted Rates	80%	0	1.27	1.95	2.04	2.04	2.04	2.04	2.04	2.04	2.04	2.04
General Rates	20%	0	0.49	0.75	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
<b>Capital expenditure</b>												
Additional capital expenditure Rangitāiki Floodway		8,355	2,800	-	-	-	-	-	-	-	-	11,155
<b>Total capital expenditure</b>		<b>8,355</b>	<b>2,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,155</b>

Tables showing the financial impact of all three modelled funding options are attached as Appendix 2.

### 3 Kaituna Mole Renewal

#### 3.1 Background

The Kaituna Mole is a river mouth control structure located at the mouth of the Kaituna River. Various improvements have been made over the years to strengthen the structure and support its considerable use by the community as a popular fishing spot.

The structure now requires renewal and the design work for this was provided for in the 2019/20 financial year. An independent review was undertaken of the proposed remedial design (similar to the current mole design using sheet piles but with improved corrosion resistance and concrete capping) and as a result there were no changes. The tender price based on that design came back well in excess of the existing budget and therefore construction work was deferred until other options could be explored.

An alternative rock design was considered and the estimated cost was marginally more than the sheet pile option. However, the rock option for controlling the river mouth does have disadvantages for public use and would be more susceptible to undermining due to erosion. This would need to be monitored and would require frequent maintenance.

Option	Disadvantages	Advantages
<b>Recommended Option 1- Sheet pile renewal design</b>	<ul style="list-style-type: none"> <li>• Cost estimate \$2,484,000</li> </ul>	<ul style="list-style-type: none"> <li>• Maintains current space for community benefit (viewing and fishing);</li> <li>• Can be constructed around the existing structure;</li> <li>• Design supported by peer review</li> </ul>
<b>Option 2 – Rock renewal design</b>	<ul style="list-style-type: none"> <li>• Cost estimate \$2,557,000</li> <li>• Would require the reduction or removal of the fishing platform.</li> <li>• Susceptible to undermining due to erosion.</li> <li>• Would need more frequent maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• More natural construction material than sheet pile.</li> </ul>

The Kaituna mole structure serves a vital role in restricting the ability of the river mouth to move eastwards. The structure is also a popular community space as a fishing spot and a viewing platform, even more so since the completion of the Kaituna Rediversion Project. The renewal work is needed to maintain the integrity of the existing structure.

### 3.2 Budget Implications and Funding Options

The current budget for the Kaituna Mole renewal has unspent funding of \$120,000 and this is provided for in the Annual Plan 2020/21 Budget Update report. It is proposed that this be carried forward. Additional funding of \$1,800,000 would be required in the Annual Plan 2020/21 and a further \$564,000 in year 1 of the Long Term Plan 2021-31 to complete the work.

The proposed changes will have an effect on both general and river scheme targeted rates. The item was discussed at the recent River Scheme Advisory Group meeting, but at that stage the quantum of new costs were not known.

The implications for the rolling ten year budget are in the table below.

Financial Impact (Inflated numbers)												
\$000		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
<b>Operating Expenditure</b>												-
Depreciation		36	47	47	47	47	47	47	47	47	47	462
Interest cost of additional capital expenditure		36	136	172	172	172	172	172	172	172	172	1,544
Loan Repayment		90	127	127	127	127	128	128	127	127	127	1,237
<b>Total Operating Expenditure</b>		<b>162</b>	<b>310</b>	<b>346</b>	<b>346</b>	<b>346</b>	<b>347</b>	<b>347</b>	<b>346</b>	<b>346</b>	<b>346</b>	<b>3,242</b>
<b>Net cost to council</b>		<b>(162)</b>	<b>(310)</b>	<b>(346)</b>	<b>(346)</b>	<b>(346)</b>	<b>(347)</b>	<b>(347)</b>	<b>(346)</b>	<b>(346)</b>	<b>(346)</b>	<b>3,242</b>
<b>Rates Impact</b>												
\$000	%											
Targeted Rates	80%	130	248	277	277	277	278	278	277	277	277	2594
General Rates	20%	32	62	69	69	69	69	69	69	69	69	648
<b>Total Rates</b>		<b>162</b>	<b>310</b>	<b>346</b>	<b>346</b>	<b>346</b>	<b>347</b>	<b>347</b>	<b>346</b>	<b>346</b>	<b>346</b>	<b>3242</b>
<b>% movement</b>												
Targeted Rates	80%	0.65	1.24	1.38	1.38	1.38	1.39	1.39	1.38	1.38	1.38	
General Rates	20%	0.12	0.22	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	
<b>Capital expenditure</b>												
Additional capital expenditure Kaituna Mole		1,800	564	-	-	-	-	-	-	-	-	2,364
<b>Total capital expenditure</b>		<b>1,800</b>	<b>564</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,364</b>

The rating impact of the Kaituna Mole Renewal in 2020/21 for Kaituna Catchment Scheme ratepayers will be offset because the capital budget for the Ford Road Pump Station Project of \$1.8 million, is being deferred from 2020/21 to 2021/22.

## 4 Rock Supply Strategy

### 4.1 Background

In October 2019 the Council embarked on work to review the supply chain for quarried rock material, to support develop options for a long-term strategy for efficient and cost effective rock supply. That work is now complete and the executive summary for the report "Rip Rap Rock Supply Chain Strategy" is attached as Appendix 3. The full commercial in confidence report is available to Councillors in Stellar Library.

The Council purchases armour rock (Rip Rap) to protect eroding river banks and protect council managed stopbank assets. The timely availability of suitable rock is essential for the effective management of community flood protection assets. To date Council has purchased rock material as and when needed on a per job basis, direct from suppliers (quarries). In situations where the supplying company also operates cartage services the transportation of the material is controlled by that supplier. Cartage to site and on site placement of the rock material on the riverbank completes the supply chain.

Council’s experience following the 2017 ex-tropical cyclone Debbie weather event suggests that the current approach to acquiring and transporting quarried material may not be optimal. The flood repair project created an environment of unprecedented demand for rip rap rock. Timing was such that rock supply options were reduced, for at least 3 key suppliers. This caused supply problems over the last two years for the flood repair project, meaning work could not proceed at the same pace as previous years.

Last year, contractor capacity and resource (rock) availability was identified as a risk within Councils Key Risk Register. Mitigating actions and controls included to “*Develop a strategic procurement strategy for rock resource to support mid/long term sustainability and renewal of council assets*”.

The Rock Supply Strategy responds to that risk and suggests options to provide Council with more certainty of supply when and where it is needed at an agreed cost.

#### 4.2 Scale of the Issue

In a “usual year” the Council could purchase, cart and place up to 45,800 tonnes of rip rap rock at a total annual cost of \$2.8 million to \$3.1 million.

Typical Annual Tonnages	Kaituna	Waioeka Otara	Rangitāiki Tarawera	Whakatāne Tauranga	Totals
<b>Annual flood damage estimates</b>	5,000	7,500	7,500	7,500	27,500
<b>Annual renewals</b>	1,650	2,200	6,400	3,050	13,300
<b>CAPEX</b>					5,000
<b>Annual requirements</b>	<b>6,650</b>	<b>9,700</b>	<b>13,900</b>	<b>10,550</b>	<b>45,800</b>

Following the April 2017 flood, the demand for rock increased significantly. The first year of the four year flood repair project required an additional 52,000 tonnes of rock material to be purchased and the second year an additional 100,000 tonnes.

The councils demand for rock material is ongoing for annual renewal and maintenance programmes, along with planned capital works and any repair following anticipated moderate flood events.

#### 4.3 Analysis of the Options

The Council’s experience through the April 2017 flood recovery work is that uncertainties in quarried material supply is a major constraint to effective repair and maintenance of waterways and stop banks, and therefore to community recovery following a major flood event.

The development of the Rock Supply Strategy included interviews with suppliers to better understand their supply constraints. Many of the suggestions by the industry have been incorporated into the strategy to be implemented as part of the recommendations.

Supply chain constraints are often dynamic and change in nature and degree over time. Therefore the Strategy considers mitigation measures for potential constraints in all stages of the production and placement of Rip Rap rock. The strategy proposes the use of three main interdependent mitigation techniques. These comprise:

1. Time – creating more time for an activity to take place.
2. Inventory – creating/holding inventory to mitigate demand spikes.
3. Capacity – increasing the throughput.

The Options are as follows:

<p><b>Option 1- No change</b></p> <p>No change but develop and publish long term demand projections as per Ministry of Business, Innovation and Employment (MBIE) guidelines</p>	<ul style="list-style-type: none"> <li>Market capacity is increasing for both short and longer term</li> <li>Council’s long term planning capability is increasing</li> <li>Does not address lead time to source and cart product for flood event response</li> <li>Does not materially improve resilience or uncertainty</li> </ul>
<p><b>Option 2 - Flood event stockpiles</b></p> <p>Create inventory but retain current project based procurement method with published projections as per MBIE guidelines</p>	<ul style="list-style-type: none"> <li>As above but addresses response times for flood events</li> <li>Builds resilience and addresses some uncertainty for flood events</li> <li>Inventory may increase cost</li> <li>Pricing is still variable by project</li> <li>Quarry and cartage may not be optimised due to one off ordering by project with (relatively) short lead times</li> </ul>
<p><b>Option 3 – Recommended Flood event stockpiles plus long term supply agreements</b></p> <p>Create inventory and change procurement approach to longer term supply and capability contracts plus published projections as per MBIE guidelines</p>	<ul style="list-style-type: none"> <li>As above but inventory costs may be mitigated with longer term supply agreements at lower overall cost</li> <li>Pricing becomes more certain across annual planning periods</li> <li>Productivity more likely to be optimised with longer lead times and project bundling</li> <li>Creates opportunity to identify periodic market constraints early and plan mitigation</li> <li>Addresses most uncertainty and increase resilience</li> </ul>

### Council Owned Quarries

The option of Council owned quarries was considered at a high level through the development of the Strategy. It is recommended that this option only be considered once other options have been fully explored. The main reason for this being the predicted improved availability of material over the medium term, the level of capital investment needed for a quarry, geographic spread of need for the material and the by-product nature of the rip rap material. The recommendation is that Council should consider any opportunity that arises to acquire a quarry in the future on its merits based on cost, quality, location and commercial viability.



#### 4.4 Risks and Mitigations

The purpose of adopting the recommendations of the Rock Supply Strategy is to reduce the financial and level of service delivery risks for the Community. Therefore Option 3 above is recommended. Advantages and disadvantages are identified below:

Recommended Option	Disadvantages	Advantages
<b>Option 3 – Flood event stockpiles plus long term supply agreements</b>	One off cost to establish safety stock pile sites estimated at \$173,000  Ongoing future cost to maintain and manage permanent safety stock piles \$100,000pa  Inventory costs may increase (extra cart to stockpile and to site) estimated at \$190,000pa	Addresses immediate response times for flood events  Inventory costs may be mitigated with longer term supply agreements at lower overall cost  More certainty with pricing across annual planning periods  Productivity more likely to be optimised with longer lead times and project bundling  Creates opportunity to identify periodic market constraints early and plan mitigation  Builds resilience and addresses most uncertainty for flood events

The ongoing cost risks associated with this option may be offset by the cost advantages associated with longer term supply agreements (at known and planned levels) resulting in a lower overall cost.

#### 4.5 Conclusions - Rock Supply Strategy

The strategic review indicates that there is value in the Council changing the way it manages its Rock Supply Chain through two key initiatives:

- 1) By establishing and maintaining stockpiles to support resilience in a moderate flood event; and
- 2) By developing longer term supply agreements with quarry, cartage and placement suppliers to improve cost, quality and supply certainty.

The strategy recommendations will also enhance community resilience through improved responsiveness and recovery from flood events. Year one will require investment into permanent safety stock piles in strategic locations at a cost of \$173,000. The provision for cost/savings for future years will be confirmed through the procurement process.

While initial discussion have taken place with the Ōpōtiki Harbour Project Manager in developing this strategy the detailed procurement plan will provide for an early communications phase with other regional rock clients and stakeholders including the local authorities and NZTA. This will ensure that BOPRC is not seen as reaching across their own requirements and will be mitigated through information sharing before any market engagement.

## 4.6 Budget Implications

The proposed changes will have an effect on both general and targeted rates (river schemes) due to the increase in additional operating costs for 2020/21 and additional operating budget in 2021/22 onwards.

The implications for the rolling ten year budget are in the table below.

Financial Impact (Inflated numbers)												
\$000		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
<b>Operating Expenditure</b>												
One off establishment of stock pile sites		173	-	-	-	-	-	-	-	-	-	173
Ongoing future costs of stockpiling		-	100	111	114	117	119	122	125	128	132	1,069
Additional inventory costs		-	190	212	216	222	227	232	238	244	250	2,031
<b>Total Operating Expenditure increase</b>		<b>173</b>	<b>290</b>	<b>323</b>	<b>330</b>	<b>338</b>	<b>346</b>	<b>355</b>	<b>363</b>	<b>372</b>	<b>382</b>	<b>3,273</b>
<b>Net cost to council</b>		<b>(173)</b>	<b>(290)</b>	<b>(323)</b>	<b>(330)</b>	<b>(338)</b>	<b>(346)</b>	<b>(355)</b>	<b>(363)</b>	<b>(372)</b>	<b>(382)</b>	<b>(3,273)</b>
Rates Impact												
\$000	%											
Targeted Rates	80%	138	232	258	264	271	277	284	291	298	306	2,618
General Rates	20%	35	58	65	66	68	69	71	73	74	76	655
<b>Total Rates</b>		<b>173</b>	<b>290</b>	<b>323</b>	<b>330</b>	<b>338</b>	<b>346</b>	<b>355</b>	<b>363</b>	<b>372</b>	<b>382</b>	<b>3273</b>
% movement												
Targeted Rates	80%	1.26	2.11	2.35	2.40	2.46	2.52	2.58	2.64	2.71	2.78	23.80
General Rates	20%	0.12	0.21	0.23	0.24	0.24	0.25	0.25	0.26	0.27	0.27	2.34

## 4.7 Next Steps

The following steps are suggested, if Council agrees to support the Strategy.

- Develop a detailed procurement plan in keeping with the preferred option detailed in this report;
- Implement the procurement plan and undertake appropriate market engagement;
- Report to Council and seek approval to enter into long term service and supply arrangements;
- Establish permanent safety stock piles in keeping with approved supply agreements; and
- Establish inventory management and accounting processes for safety stock piles.

## 5 Analysis of Options

See individual projects above for analysis of options for each.

## 6 Climate Change

The projects provided for in this report support Councils 2019/20 Climate Change Action Plan through focus area 3 "The services we provide as a Regional Council" by preparing for and adapting to climate change impacts.

These projects respond directly to the impacts of climate change. Design work provides for likely changes in rainfall, temperature, wind and sea-level. The Rangitāiki Floodway design supports the outcomes from Councils River Scheme Sustainability work. The Kaituna Mole design work and the continued use of Rock Rip Rap for high priority works anticipates climate change impacts.

Mitigation			Adaptation	
Reduce GHG emissions	Produce GHG emissions	Sequester carbon	Anticipate climate change impacts	Respond to climate change impacts
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✓	✓

## 7 Statutory Requirements

Under the Local Government Act 2002 regional authorities are responsible for the provision and control of river scheme assets. The Act requires the development and adoption of long term strategies and plans for the management of assets in the most cost-effective manner for present and future customers. The Council manages and maintains the Rivers Schemes under the Soil Conservation Rivers Control Act 1941 and in keeping with its Rivers and Drainage Asset Management Plans.

The completion of the Rangitāiki Floodway will ensure Council is able to meet flood protection levels of service for the Rangitāiki Community as provided for in Councils Asset Management Plans.

The renewal planning work for the Kaituna Mole and the adoption of a long term supply strategy for the use of Rip Rap Rock reflect sound asset management practice.

## 8 Implications for Māori

The Council has a responsibility to manage the risks posed by our major rivers including the region’s major flood control schemes. Our Bay of Plenty Iwi have an inherent interest in the long term health and management of our rivers and waterways. The flood mitigation and environmental work encompassed by these projects are fundamentally of interest to Māori as kaitiaki.

The river document Pathways of the Rangitāiki includes actions that contribute to river sustainability, managing flood risk and exploring alternative options for riverbank management and protection. The various stages that make up the Rangitāiki Floodway project have had the input and support of local iwi including through resource consent processes.

Feedback from local Iwi groups through the Kaituna Diversion Project is supportive of the Kaituna Mole renewal work happening as soon as possible.

The work that uses rip rap rock material is of interest to Māori as kaitiaki as it involves the use of natural resources in or near our rivers. While the use of rock material to strengthen and support flood protection for our communities is understood, more natural erosion protection options are preferred where possible.

Māori Trusts are also often owners of land affected by flood erosion and in the eastern BOP also have business interests in the Quarrying industry. The engagement with industry participants in the development of this strategy has included a number of Māori Trusts and this will continue through the procurement stages recommended.

## 9 Community Views

The responsibilities of the Council to maintain and manage the region's rivers and waterways is well established. Community views are sought on this work through Long Term Plan community consultation, Asset Management Plan community consultation (3 yearly) and established River Advisory Groups. Budgets to undertake maintenance, management and capital work is provided for within Councils Budgets and Plans.

The views of the community on the Rangitāiki Floodway Project have been sought and considered at each stage of the project. Specific targeted consultation has been carried out in regard to additional costs posed by Stage 6 and the spillway completion. While the community consultation on the project proposal was supportive and particularly to have the entire project completed the additional costs at this time of economic uncertainty was of concern.

While the Kaituna Catchment Scheme Advisory Group has been kept up to date with the need for the Kaituna Mole work and the design they are yet to receive the latest cost estimates. Staff have had discussions on site with community users and a representative of the Maketū Wetlands Society who support the like for like renewal design proposed and are keen to see more supporting amenities developed in the future by the district council (e.g. carparking, water supply, toilet facilities).

Council staff introduced the rip rap supply chain strategy work and its objectives to River Advisory Group members during the most recent round of meetings (in March). The Advisory Groups are supportive of initiatives to increase community resilience and reduce costs to scheme ratepayers.

## Community Outcomes

These projects directly contribute to the Safe and Resilient Communities Community Outcome in the Council's Long Term Plan 2018-2028.

Mark Townsend  
**Engineering Manager**

**for General Manager, Integrated Catchments**

**22 May 2020**

# APPENDIX 1

## Tables showing effect of funding options for 3 properties - Rangitaiki Floodway



Tables showing examples of what effect each of the three funding options will have on three types of properties over a 10 year period, Rangitāiki Floodway Stage 6 and spillway additional funding

<b>Residential, Edgcumbe (0.1 Ha)</b>										
<b>With Additional Spend - 3%</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	486	550	583	607	623	627	643	645	640	641
General and Other Rates	199	197	203	210	203	216	222	213	218	232
<b>Total</b>	<b>685</b>	<b>747</b>	<b>786</b>	<b>817</b>	<b>826</b>	<b>844</b>	<b>864</b>	<b>858</b>	<b>858</b>	<b>873</b>
<b>With Additional Spend - 3%, defer 1 year</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	468	505	567	604	620	624	643	642	637	639
General and Other Rates	184	187	205	205	202	216	213	209	219	227
<b>Total</b>	<b>652</b>	<b>692</b>	<b>772</b>	<b>809</b>	<b>821</b>	<b>840</b>	<b>855</b>	<b>850</b>	<b>856</b>	<b>865</b>
<b>With Additional Spend - \$5m reduction, 3%, defer 1 year</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	468	470	531	567	581	586	600	602	598	600
General and Other Rates	184	187	205	204	201	214	212	208	220	226
<b>Total</b>	<b>652</b>	<b>658</b>	<b>736</b>	<b>771</b>	<b>782</b>	<b>800</b>	<b>812</b>	<b>810</b>	<b>818</b>	<b>826</b>

<b>Rural, Lifestyle block (0.4 Ha)</b>										
<b>With Additional Spend - 3%</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	88	98	103	107	110	112	115	116	116	108
General and Other Rates	223	222	239	245	230	255	259	241	259	272
<b>Total</b>	<b>311</b>	<b>319</b>	<b>342</b>	<b>352</b>	<b>340</b>	<b>367</b>	<b>374</b>	<b>357</b>	<b>375</b>	<b>380</b>
<b>With Additional Spend - 3%, defer 1 year</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	85	91	101	107	110	112	115	115	116	108
General and Other Rates	208	211	242	238	229	255	248	237	260	264
<b>Total</b>	<b>293</b>	<b>303</b>	<b>343</b>	<b>345</b>	<b>339</b>	<b>366</b>	<b>363</b>	<b>352</b>	<b>375</b>	<b>372</b>
<b>With Additional Spend - \$5m reduction, 3%, defer 1 year</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	85	87	96	102	105	107	109	110	111	103
General and Other Rates	208	211	242	238	228	253	247	236	261	263
<b>Total</b>	<b>293</b>	<b>298</b>	<b>338</b>	<b>340</b>	<b>333</b>	<b>360</b>	<b>357</b>	<b>346</b>	<b>371</b>	<b>366</b>

<b>Rural (135 Ha)</b>										
<b>With Additional Spend - 3%</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	25,256	28,113	29,643	30,953	31,810	32,137	33,101	33,382	33,240	31,415
General and Other Rates	1,110	1,114	1,605	1,538	1,223	1,695	1,618	1,270	1,780	1,750
<b>Total</b>	<b>26,366</b>	<b>29,227</b>	<b>31,248</b>	<b>32,491</b>	<b>33,033</b>	<b>33,831</b>	<b>34,718</b>	<b>34,652</b>	<b>35,020</b>	<b>33,165</b>
<b>With Additional Spend - 3%, defer 1 year</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	24,439	26,239	29,067	30,817	31,684	32,096	33,101	33,174	33,216	31,326
General and Other Rates	1,095	1,104	1,616	1,492	1,220	1,698	1,568	1,274	1,754	1,651
<b>Total</b>	<b>25,534</b>	<b>27,343</b>	<b>30,683</b>	<b>32,309</b>	<b>32,903</b>	<b>33,794</b>	<b>34,668</b>	<b>34,449</b>	<b>34,970</b>	<b>32,978</b>
<b>With Additional Spend - \$5m reduction, 3%, defer 1 year</b>										
	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
Flood Protection	24,439	24,850	27,625	29,323	30,143	30,555	31,392	31,592	31,646	29,754
General and Other Rates	1,095	1,104	1,616	1,491	1,219	1,696	1,567	1,273	1,755	1,651
<b>Total</b>	<b>25,534</b>	<b>25,954</b>	<b>29,241</b>	<b>30,814</b>	<b>31,362</b>	<b>32,251</b>	<b>32,958</b>	<b>32,865</b>	<b>33,401</b>	<b>31,404</b>





## **APPENDIX 2**

### **Tables showing the overall financial impact for all funding options - Rangitaiki Floodway**



Tables showing the overall financial impact for all funding options – Rangitāiki Floodway Stage 6 and Spillway additional funding

Financial Impact (Inflated numbers)		Option 1 20 year loan 3% interest										
\$000		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
<b>Operating Expenditure</b>												-
Depreciation		279	372	372	372	372	372	372	372	372	372	3,625
Interest cost of additional capital expenditure		186	303	312	300	287	274	260	246	231	216	2,615
Loan Repayment		220	376	412	424	437	451	464	478	493	508	4,264
<b>Total Operating Expenditure</b>		<b>685</b>	<b>1,051</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>10,503</b>
<b>Net cost to council</b>		<b>(685)</b>	<b>(1,051)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>10,503</b>
<b>Rates Impact</b>												
\$000	%											
Targeted Rates	80%	548	840	877	877	877	877	877	877	877	877	8,403
General Rates	20%	137	210	219	219	219	219	219	219	219	219	2,101
<b>Total Rates</b>		<b>685</b>	<b>1051</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>10,503</b>
<b>% movement</b>												
Targeted Rates	80%	1.27	1.95	2.04	2.04	2.04	2.04	2.04	2.04	2.04	2.04	2.04
General Rates	20%	0.49	0.75	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Financial Impact (Inflated numbers)		Option 2 Preferred - 20 year loan 3% interest defer for 1 year										
\$000		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
<b>Operating Expenditure</b>												-
Depreciation		279	372	372	372	372	372	372	372	372	372	3,625
Interest cost of additional capital expenditure		186	303	312	300	287	274	260	246	231	216	2,615
Loan Repayment		220	376	412	424	437	451	464	478	493	508	4,264
<b>Total Operating Expenditure</b>		<b>685</b>	<b>1,051</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>1,096</b>	<b>10,503</b>
<b>Net cost to council</b>		<b>(685)</b>	<b>(1,051)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>(1,096)</b>	<b>10,503</b>
<b>Rates Impact</b>												
\$000	%											
Targeted Rates	80%	0	548	840	877	877	877	877	877	877	877	7,526
General Rates	20%	0	137	210	219	219	219	219	219	219	219	1,881
<b>Total Rates</b>		<b>0</b>	<b>685</b>	<b>1051</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>1096</b>	<b>9,407</b>
<b>% movement</b>												
Targeted Rates	80%	0	1.27	1.95	2.04	2.04	2.04	2.04	2.04	2.04	2.04	2.04
General Rates	20%	0	0.49	0.75	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Financial Impact (Inflated numbers)		Option 3 \$5m grant received remainder 20 year loan 3% interest										
\$000		2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	Total
<b>Operating Expenditure</b>												-
Depreciation		279	372	372	372	372	372	372	372	372	372	3,625
Interest cost of additional capital expenditure		75	159	174	167	160	152	145	137	129	121	1,419
Loan Repayment		89	195	226	233	240	247	255	262	270	279	2,295
<b>Total Operating Expenditure</b>		<b>442</b>	<b>726</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>7,339</b>
<b>Net cost to council</b>		<b>(442)</b>	<b>(726)</b>	<b>(771)</b>	<b>(771)</b>	<b>(771)</b>	<b>(771)</b>	<b>(771)</b>	<b>(771)</b>	<b>(771)</b>	<b>(771)</b>	<b>7,339</b>
<b>Rates Impact</b>												
\$000	%											
Targeted Rates	80%	353	581	617	617	617	617	617	617	617	617	5,871
General Rates	20%	88	145	154	154	154	154	154	154	154	154	1,468
<b>Total Rates</b>		<b>442</b>	<b>726</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>7,339</b>
<b>% movement</b>												
Targeted Rates	80%	0.82	1.35	1.44	1.44	1.44	1.44	1.44	1.44	1.44	1.44	1.44
General Rates	20%	0.32	0.52	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55	0.55
<b>Capital expenditure</b>												
Additional capital expenditure Rangitāiki Floodway		8,355	2,800	-	-	-	-	-	-	-	-	11,155
<b>Total capital expenditure</b>		<b>8,355</b>	<b>2,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,155</b>



## **APPENDIX 3**

# **BOPRC Rip Rap Rock Supply Chain Strategy - Executive Summary**





Bay of Plenty Regional Council

# Rip Rap Rock Supply Chain Strategy

**Commercial in Confidence**

## Confidential Interim Report

Confidential information to be redacted from final version

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## Interim Report - Executive Summary

Bay of Plenty Regional Council (BOPRC) purchases armour rock (Rip Rap) to protect banks and stop banks in and around waterways. BOPRC's experience following the 2017 ex-tropical cyclone Debbie weather event suggests that the current approach to acquiring and transporting quarried material may not be sustainable. In response to this situation Chris Ingle, General Manager Integrated Catchments has sponsored a project to review how BOPRC can optimise its Rip Rap rock supply chain.

BOPRC have commissioned Infracore to work with the Rivers and Drainage Team to develop a long term supply chain strategy for Rip Rap rock. Strategy development has progressed by way of a review of the supply chain through:

- **Outcomes** – establishing the outcomes BOPRC is seeking through a successful supply chain strategy
- **Supply chain base mapping** – this identified five core activities being planning, quarrying, transport, placement and asset management
- **Analysis of tonnages** – understanding forward demand by catchment for annual flood events, maintenance and renewals, new capital works and 1 in 5 and 1 in 10 year flood events
- **Market review and sounding** – analysis of current rates and service providers, a formal Request for Information (RFI) to the market plus interviews with suppliers
- **Options development and assessment** – viable options are defined and then assessed against the outcomes
- **BOPRC owned quarries** – establishing an interim view of whether BOPRC should own and operate its own quarries

### Rip Rap Rock Supply Profile

BOPRC typical annual tonnages and costs are summarised in the following table and gives some context to the scale of the 2017 ex-tropical cyclone Debbie impact when comparing a typical annual tonnage of 45,800T with 165,000T still required to complete the last 35% of the project.

Tonnages

Typical Annual Volumes	Kaituna (Upper & Lower)	Waioeka Otara	Rangitāiki Tarawera	Whakatāne Tauranga	Totals
Annual flood damage estimates	5,000	7,500	7,500	7,500	27,500
Annual renewals	1,650	2,200	6,400	3,050	13,300
CAPEX					5,000
Annual requirements	6,650	9,700	13,900	10,550	45,800



### Costs Based on 2019 invoices

Activity	Cost range (per tonne)
Supply	\$26.50 - \$35.00
Cartage	\$15.00 - \$38.00
Placing	\$6.00 - \$10.00
<b>*Potential annual cost range based on 45,000T</b>	\$2.2m - \$3.7m

**\*Note:** that actual cost for year dependent on catchment location, volumes and complexity per site

### Findings

Key findings of the review to date are:

- Assuming that new and closed quarries come online as advised during interviews, it appears that there's sufficient product available across the region to meet BOPRC's requirements
- BOPRC owning quarries would require an investment estimated at \$3-6m per location
- Rip Rap is essentially a byproduct from daily blasting operations and shelf management and accounts for less than 10% of a quarries output. BOPRC is a preferred client for this product
- As it's a byproduct Rip Rap rock production is slow under normal operations. It can be sped up but at a cost to overall quarry productivity
- Some quarries are flexible about transport and some are very particular that only their transport can be used
- Some quarries have capacity to store stockpiles
- Production to stockpile (regardless of owned or at another site) would fit well with production methods i.e. maintaining a stockpile tonnage +/- 10% is easier to manage than filling site by site orders on a short lead time
- There are quarries coming online in 2020 – Otipa and Awahou
- Forward commitments for all supply chain activities would be beneficial to all parties – security of supply and cost certainty for BOPRC and balanced production and revenue security for suppliers
- BOPRC's current market engagement methodology is site by site with no contingency stock
- BOPRC are able to develop forward works programmes in sufficient detail to support long term contracts with quarries
- Stockpiling in principle would assist operations – particularly for quick response to annual and moderate flood events
- Lessons learned indicate stockpiling should consider a 6 month lead time to organise a reinstatement response for a 1 in 10 year event
- Local and regional supply and demand characteristics mean that it is difficult to identify a best practice model for BOPRC to align to and that it should develop its own approach that optimises its unique situation

### Recommendation – seeking approval to proceed

Based on findings to date this report seeks approval to pursue the recommended option of implementing a supply chain strategy based on:

- **Building resilience** – developing and maintaining stockpiles at suitable geographic locations to cover immediate response to annual flooding events plus provide 6 months inventory for a 1 in 10 year event recovery programme
- **Managing uncertainties** - Establishing long term contracts with quarries, transport companies and placement companies in order to secure increased certainty of supply and best value for money
- **Cost** – preliminary costings that are yet to be market tested indicate that the cost impact of the proposed approach ranges from a saving of \$4.59/tonne for a best case and a cost of (\$12.78)/tonne for a conservative case. This extrapolates to an annual savings/cost range of \$210k to (\$585k)

Approval is sought for the following reasons:

- **Funding** - stockpiling will require BOPRC potentially owning and maintaining an inventory of approximately \$1.0m (conservative scenario), and so this report seeks approval in principle to establishing stockpiles. Note that a formal market process might reduce this inventory if BOPRC is able to negotiate a proportion of inventory being held as vendor managed inventory i.e. BOPRC only pays when it is drawn down. BOPRC may also want to give corporate guidance on how further detailed costings are presented to align with accounting reporting requirements
- **Procurement** – many suppliers are on the Rivers and Drainage supplier panel. The proposed long term supply and capability contracts with suppliers will commit to a volume of work by catchment (tonnage, value or % of demand). Given the potential value will be over \$100k then the panel secondary procurement process requires a formal market RFx and the change in methodology means BOPRC should also consider (or reconsider) new suppliers. The procurement plan will consider work allocation, preserving depth in the market and social and cultural impacts such as engagement and outcomes for Maori i.e.
  - no single supplier could get exclusivity
  - existing and potential iwi involvement
  - smaller suppliers are able to secure a contract
  - future new suppliers are able to be considered

As an example, a detailed procurement plan could consider a 3-5 year approach based on an integrated supply chain where:

- Stockpile and annual flood supply contracts are negotiated directly with location/quality preferred suppliers (ideally who can stockpile on site)
- Renewals (supply and cart) committed 80% to two suppliers through open RFx, plus 20% for performance incentive or new supplier at BOPRC discretion
- CAPEX projects managed as an annual programme tendered by catchment and considering 'supply to place' contracts with a master supplier or consortia
- Annual Flood cartage against tendered cart rates with annual cost fluctuations

BOPRC should approve this approach in principle before the development of a detailed procurement plan. Based on current delegations Council will need to approve the procurement plan and then the subsequent supplier recommendations.

**Next steps**

- a) Council confirms approval to proceed with recommended approach
- b) Concurrent development of a detailed procurement plan for approval by Council
- c) Implementation of the procurement plan and appropriate market engagement
- d) Detailed recommendation (and likely approval to enter into contracts) report to Council





**Report To:** Regional Council

**Meeting Date:** Date of Meeting

**Report From:** Sarah Omundsen, General Manager, Regulatory Services

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## **Annual Plan 2020/21 Deliberations - Motiti Island**

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### **Executive Summary**

As part of a public review of the Bay of Plenty Regional Coastal Environment Plan (the Plan), the Motiti Rohe Moana Trust requested marine spatial planning provisions within the Plan. On 24 April 2020, following a lengthy judicial process, the Environment Court issued its final decision on the matter, confirming the establishment of the Motiti Protection Area, which will prohibit a number of activities, most notably fishing, on a set of reefs around Motiti Island.

The administration, compliance monitoring and enforcement of a marine protection area is not currently part of Regional Council's core business, and consideration needs to be given to how these provisions should be implemented.

This paper provides proposes a staged to approach to implementation, with a focus for the first year on:

- Education – ensuring the community are aware of the new provisions, what they provide for and what they don't
- Monitoring – having an on-water presence in order to understand how aware the community are, provide further opportunities for education and take enforcement action if required.

### **Recommendations**

**That the Regional Council:**

- 1 Receives the report, Annual Plan 2020/21 Deliberations - Motiti Island;**
- 2 Notes that this first year of implementation of the Motiti Protection Area provisions will focus on education and monitoring;**
- 3 Agrees to the roll-out of a two-stage education plan running throughout the year;**
- 4 Agrees to the implementation of a compliance monitoring programme based on 35 days of on-water presence;**

- 5 Approves funding of \$41,000 for implementation of the Motiti Protection Area provisions for 2020/21;
- 6 Notes that the monitoring and enforcement of these provisions will not be cost-recoverable under Section 36 of the RMA.

## 1 Introduction

As part of a public review of the Bay of Plenty Regional Coastal Environment Plan (the Plan), the Motiti Rohe Moana Trust requested marine spatial planning provisions within the Plan. This request tested the boundaries of where and how the Resource Management Act (RMA) and Fisheries Act (1996) apply.

Following a lengthy process involving the Environment Court, High Court, and Court of Appeal, a prohibition on the taking of plants and animals, including fish and shellfish, from three areas of the coastal moana near Motiti Island ('the Motiti Protection Areas') will be included in the Plan. On 24 April 2020, the Environment Court issued its final decision on the matter, confirming the establishment of the Motiti Protection Area.

The Motiti Protection Area comprises three areas near Motiti Island:

1. Area 1: Astrolabe Reef, Okaparau Reef, and Te Papa (Brewis Shoal);
2. Area 2: Motuhaku Island (Schooner Rocks); and
3. Area 3: Motunau Island (Plate Island).



Figure 1: Current Draft Map illustrating proposed Motiti Protection Area boundaries.

The administration, compliance monitoring and enforcement of a marine protection area is not currently part of Regional Council's core business, and consideration needs to be given to the:

- a) Most appropriate way to implement the Motiti Protection Area in order to promote compliance with the new restrictions; and
- b) Likely resource implications for the implementation of the Motiti Protection Area, noting that the monitoring and enforcement of these rules will not be cost-recoverable under Section 36 of the RMA.

Options for implementing these rules were discussed in the "A Healthy Environment" paper to the Annual Plan Workshop 3 December 2020. The decision of council was to forego any commitment to implementation until the Environment Court issued its final decision.

## **2 Motiti Protection Area provisions: implementation Year 1, 2020/21**

For the first year of implementation, staff propose to focus efforts on education, supported by on-water presence to monitor the effectiveness of the education campaign, and take enforcement action if required.

### **2.1 Education campaign**

The establishment of the Motiti Protection Area will impact tangata whenua and a number of stakeholders. In order to be effective, staff propose a two-stage targeted education campaign.

Stage one will be an "informing" phase to increase awareness about the changes. The aim of the first phase is to ensure that people are aware of the new rules prior to them arriving at the reefs. This will involve targeted engagement and hui with tangata whenua, Motiti landowners and shareholders, commercial recreational fishing representatives. Additional actions will include:

- Website, radio, newspapers, Navigation charts, GPS systems.
- Magazine article and advertisements
- Flyer for insert into fishing club and marine e-newsletters
- A series of videos of scientists, mātauranga Māori perspectives, Harbourmaster.

Stage two will be a "reinforcing" phase to embed the rules over the peak summer months. Actions will include:

- Install corflute signage at 80 Tauranga Moana boat ramps
- Radio and newspaper advertisements – 6 months
- Coast Guard VHF radio messages providing updates direct to boats travelling each day
- Recreational Fishing App, run by MPI with a push notification programme developed. Accessible via mobile phone technology.
- Digital banners/ google ads / social media

Total cost of this education campaign will be \$25,000 which is not currently provided for in budget.

## 2.2 Compliance monitoring and enforcement

Staff propose that compliance monitoring for the 2020/21 financial year be complimentary to the education campaign, with a focus on ensuring the community are aware of the new rules, and providing an on-water presence to monitor the effectiveness of the education campaign. Activities will and include the following:

### *Proactive on-water compliance monitoring*

Staff will spend a number of days on the water. Given that this will rely heavily on weather and marine conditions, and/or observations of significant boating activity around the Motiti Natural Environment Management Area, the timing of these days will be reactive.

This will provide an opportunity for staff to monitor the community's understanding of the rules, and engage with any parts of the community who have not been reached by the education campaign, and inform them of the rules

Any non-compliances will initially be responded to with education, which could include formal directions and be followed up with formal warnings. Where people refuse to co-operate with these directions, and there is sufficient evidence of a breach of rules, further enforcement will be considered.

Note that Regional Council officers will not be directed to board any vessels at this stage of implementation. This adds a different level of complexity to training requirements, standard operating procedures, and health and safety management and we will assess the need to board vessels after the first year of implementation.

### *Response to notifications from members of the public*

Given the difficulties in responding to complaints in a timely manner, notifications from members of the public will be used to gather information about the level of non-compliance that might be happening to build our understanding of the nature and scale of implantation issues.

Maritime and Regulatory Compliance staff will lead this work, using the vessel Taniwha. Two resourcing options have been considered to deliver this approach:

- (i) **Option One:** provide 35 days of on-water compliance monitoring at a cost of \$16,000. The costs for this option are associated with running Taniwha; all other resourcing (including staffing) can be met through existing activities. This option will cover approximately 20% of fishing days<sup>1</sup>.
- (ii) **Option Two:** provide 90 days of on-water compliance monitoring at a cost of \$125,000. The costs for this option include running Taniwha, as well as increased resource requirements (staffing and contractors). This option will cover approximately 50% of fishing days.

Discussions are currently underway with the Ministry for Primary Industries and Department of Conservation to identify opportunities to work together. This may

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<sup>1</sup> It is estimated that there are 180 days per year where weather and marine conditions are such that fishing is likely to occur.



include options such as resource sharing, accompanying their officers on regular patrols, and/or delegation of powers, which could provide opportunities to significantly bolster Regional Council's presence around the Motiti Protection Area. With this in mind, staff recommend **Option One** - resourcing up to 35 days of on-water compliance monitoring, using Regional Council staff and vessel, in 2020/21.

Note that baseline ecological monitoring of the reef systems is currently being planned. It is expected that, where practical, these science and compliance monitoring activities can work alongside each other to ensure the efficient use of resources. This work will be carried out using funds allocated in the Science Activity for the 2019/20 and 2020/21 financial years. Additional funding may be needed in subsequent years.

### **3 Next steps in implementation**

As previously noted, the establishment and implementation of the Motiti Protection Area will be a significant change to any of the current core business of Regional Council, and further work is required to understand what effective compliance monitoring will look like. It is anticipated that the first year of education and monitoring will provide valuable information to guide this over the long term

In addition to the proposed activities, and as highlighted in section 2.2, staff are currently engaging with representatives from the Ministry for Primary Industries and Department of Conservation to identify opportunities to collaborate in the future. This includes collaboration at the policy level, as well as the operational level with possible options for shared resources and assets.

Similarly, staff will continue to engage with tangata whenua and local landowners to consult on an Education and Enforcement Plan, and identify ways in which we can work together to monitor the Motiti Protection Area in the future.

This work will continue to be developed for consideration in the Long Term Plan 2021-2031 Process.

## **4 Budget Implications**

### **4.1 Current Year Budget**

There are no implications for the 2019/20 budget, as this work will commence under the 2020/21 Annual Plan.

### **4.2 Future Budget Implications**

If Council agree with the recommendations in this report, the financial impact will be \$41,000 for 2020/21. Costs beyond 2020/21 will be forecast through the Long Term Plan 2021-2031.

### 4.3 Summary of Financial Implications

\$000	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
<b>Operating Expenditure</b>										
Introduction of two stage education plan	25									
Compliance monitoring and enforcement	16									
<b>Total Operating Expenditure increase</b>	<b>41</b>									
<b>Net cost to council</b>	<b>-41</b>									
<b>Rates Impact</b>										
<b>General Rates (100%)</b>	<b>41</b>									
<b>% Movement</b>										
<b>General Rates</b>	<b>0.15</b>									

## 5 Community Outcomes

This item/project directly contributes to the A Healthy Environment Community Outcome in the Council's Long Term Plan 2018-2028.

## 6 Implications for Maori

The protection of the shallow reef systems in the Motiti Protection Area aligns with the sustainable management of resources and protection of taonga species.

The waters and reefs surrounding Motiti have been a pataka kai (pantry) for tangata whenua who have sourced kaimoana from these locations for many years.

The prohibition of taking kaimoana, once the rules become operative, will be challenging to enforce. Staff are exercising concerted effort to build understanding with many of the tangata whenua who were not involved in the coastal plan process. Several hui have been held and we are committed to involving tangata whenua from hereon in. Their mātauranga will be crucial in supporting monitoring work going forward.

Alex Miller

**Compliance Manager - Primary Industry & Enforcement**

**for General Manager, Regulatory Services**

**22 May 2020**



**Report To:** Regional Council

**Meeting Date:** 02 June 2020

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

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## Annual Plan 2020/21 Deliberations - Regional Development

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### Executive Summary

The purpose of this paper is to seek one off funding of \$250,000 in 2020/21 for strategic public transport input in the Western Bay given the changing operating environment and new ways of working.

A substantial amount of progress is being made on urban and transport planning in the Western Bay in 2019/20. With a changing operating environment, there are a number of activities moving at pace including:

- A key opportunity to progress an urban partnership with Central Government. This follows on from the recently approved Central Government Spatial Plan Partnership MOU and Leadership Group Agreement at 5<sup>th</sup> May Strategy and Policy Committee. It's not yet clear how much central government funding will support this new way of working.
- The Urban form and Transport Initiative which staff heavily contributed to and SmartGrowth at a cost of \$1.5 million in 2019/20. The SmartGrowth budget for 2020/21 remains at \$300,700.
- The Te Papa Investment Business Case coming shortly to the Public Transport Committee for endorsement of strategic direction. No additional funding is requested to implement the Te Papa Indicative Business Plan in 2020/21. Detailed business cases and funding agreements will be progressed during 2020/21, and known future costs are to be considered through the Long Term Plan.
- The in-kind public transport support provided to the Western Bay of Plenty Transport System Plan.

To date this work has been supported both in-house and with consultants. An additional dedicated transport planning resource for the Western Bay was also brought on-board, but further transport network and systems planning capacity is required in 2020/21. On the basis of the above situation, this paper proposes a one off \$250,000 funding be allocated to public transport planning in 2020/21.

Given the pace, scale and changing operating environment of this work it's likely that Council will need to make in year decisions or keep equalisation reserves for additional costs. One example of an anticipated impact is the Central Governments introduction of the Tackling Unsafe Speeds programme which requires the development of a Regional Speed

Management Plan which is to be coordinated and consulted on by Regional Transport Committees.

## Recommendations

That the Regional Council:

- 1 Receives the report, Annual Plan 2020/21 Deliberations - Regional Development;**
- 2 Approves additional funding of \$250,000 in 2020/21 to support the delivery of Western Bay urban growth and transport planning.**

### 1 Purpose

The following provides a synopsis of the additional funding required to support the Regional Council's urban and transport planning functions resulting from growth in the Western Bay of Plenty and associated projects.

### 2 Context - Western Bay Urban Growth Partnership

Late last year, Central Government indicated that they would like to establish an urban growth partnership with SmartGrowth in order to deliver on the Government's Urban Growth Agenda and in particular the joint spatial plan component. The joint spatial plan is not just having an agreed plan among the sub-regional partners, but also joining with the Crown, so that the plan is agreed and signed off by Central Government in addition to local partnership adoption.

It was decided that the best way for this partnership to occur was for Central Government to join the existing SmartGrowth Leadership Group and to also have involvement at management and technical levels. This is a similar approach to that in the Waikato which has occurred through the Future Proof partnership. The resulting western Bay urban growth partnership will become 'SmartGrowth plus'. A paper on the urban growth partnership was presented to the 5 May meeting of the Strategy and Policy Committee, along with a draft Memorandum of Understanding around its establishment. BOPRC has committed to the partnership and the delivery of the joint spatial plan. It's not yet clear how much central government funding will support this new way of working. However, the annual plan 2019/20 budgeted \$300,700 for SmartGrowth operating costs which is a \$88,000 reduction from the previous year as discussed with the SmartGrowth Chairman.

### 3 Additional Funding

Under the SmartGrowth umbrella the delivery of the Urban Form and Transport Initiative (UFTI) included a high level of staff commitment totalling approximately \$1.5 million (SG & UFTI) in 2019/20. Given the increased volume of Regional Development work we added an additional transport planner in 2019/20.

The UFTI project is due to be completed by 30 June 2020 with the delivery of the final report, including the outcomes of the He Manukura work and the optimal urban and transport programme. While no additional funding is requested for the UFTI project in

2020/21 this work will be used to direct: the Western Bay of Plenty Transport System Plan; and will form the basis of the SmartGrowth joint spatial plan.

The Western Bay of Plenty Transport System Plan implements the outcome of UFTI by developing and designing options necessary to achieve the strategic functions outlined by UFTI. BOPRC is supporting the TSP in kind by providing public transport expertise.

Note the development of the SmartGrowth joint spatial plan and in-kind support of public transport planning into Western Bay Transport System Plan (TSP) is anticipated to have similar resourcing requirements as UFTI. While we will use existing resources and contractors to feed into these processes, additional transport planning capacity is needed going forward.

A one off sum of \$250,000 in 2020/21 is needed for greater strategic public transport input, in particular:

- Additional costs to cover expert public transport advice. Additional expertise will be required in the following areas:
  - Support in-kind for the TSP through the provision of specialist PT advice above and beyond existing resources.
  - Strategic review of the Western Bay PT network to implement UFTI and the outcomes of the Western Bay Modeshift plan.
  - Assistance to develop the Detailed Business Cases required as the next step from the Te Papa Indicative Business Case (IBC).
  - Additional support required to feed into the implementation of UFTI and the joint spatial plan in working with Central Government.

As noted previously full costs are not yet known for the development of the joint spatial plan and a new way of working, however work is moving at pace. It is likely that council will need to make in year decisions here or keep equalisation reserves for additional costs.

#### **4 Future Funding Implications of Te Papa – Indicative Business Case**

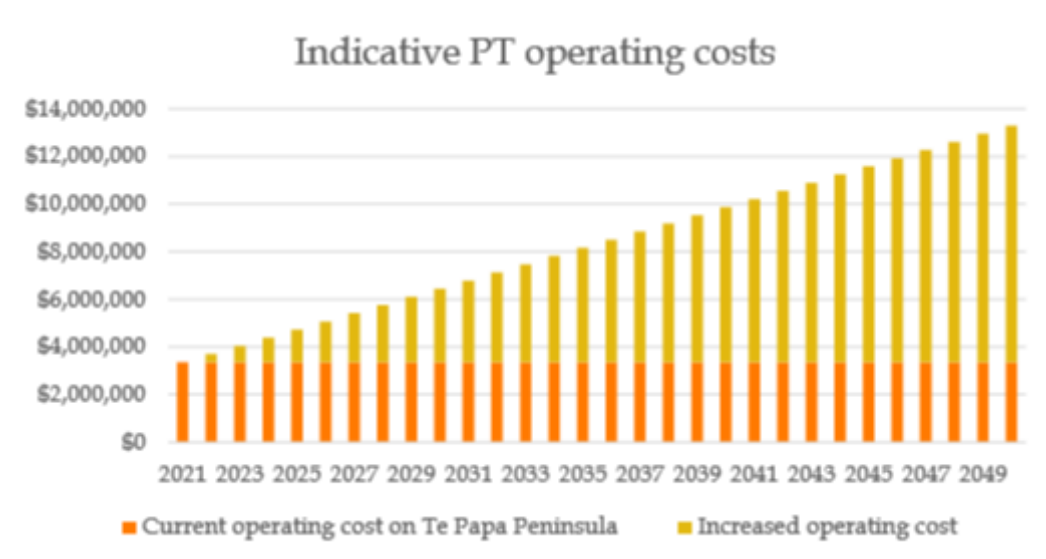
Tauranga City Council is leading work to intensify the Te Papa peninsula in Tauranga city – the area from Sulphur Point to Barkes Corner. An additional 20,000 homes and 14,000 jobs are planned for this area by 2063. A key component of the work is the Te Pāpa Indicative Business Case (IBC).

The project sits at a mid-point within the Waka Kotahi-NZTA business case development framework and provides strategic direction and indicative funding envelopes for inclusion within Long Term Plans and the 2021 Regional Land Transport Plan (currently in review stage). Detailed design and more precise funding arrangements will be developed in subsequent business cases.

The IBC was approved by Tauranga City Council on 5 May. It was endorsed by the Public Transport Committee on 22 May subject to the outcomes of UFTI, noting that investment timing, costs and cost sharing are subject to further investigations and agreement between the project partners and will come before Council for approvals as the programme progresses.

No further funding is required to support the Te Papa IBC in 2020/21, however, a Detailed Business Case and additional funding agreements are to be developed during 2020/21, and Detailed Business Cases over 2021-2024. Known costs will be considered through the Long Term Plan 2021-31.

The indicative public transport costs are shown in the graph below.



## 5 Implications for Māori

### 5.1 SmartGrowth - Urban Growth Partnership

Tangata whenua are existing members of the SmartGrowth partnership. The Memorandum of Understanding (MOU) for the urban growth partnership between SmartGrowth and Central Government recognises this. The MOU establishes the principles and approach to the creation of an enduring spatial plan partnership between Central Government and the SmartGrowth partners.

### 5.2 Urban Form and Transport Initiative

An expert advisory panel “He Manukura” has been established to provide advice and undertake tangata whenua engagement on the UFTI Interim Report. The panel is made up of local Māori planning and policy experts to supplement the role of the SmartGrowth Tu Pakari Advisor.

Unfortunately, the Covid-19 lockdown occurred just as a series of planned hui were to be operated. He Manukura have therefore revised their engagement approach accordingly to use a survey of their “Whakamarumarū Rōpū” consisting of over 30 recipients representing SmartGrowth tangata whenua working group, SmartGrowth Leadership Group, four Hapū/Iwi Chairs and CEO’s and the Māori Land Trust.

The survey is supported by information in the form of:

- A summation of the content of iwi and hapu management plans and other relevant iwi documents in the region prepared over the last ten years.
- A “Matariki” report for UFTI providing expert advice related to the UFTI work from the planning and policy experts within He Manukura.

- An early draft of what an “iwi spatial plan” might look like for the sub-region.

Further engagement will be guided by the recommendations of the Matariki report and subsequent discussions amongst the partners.

### 5.3 Western Bay Public Transport

As noted above, a strategic review of the Western Bay PT network to implement UFTI and the outcomes of the Western Bay Modeshift plan is required. There will also be further targeted reviews or incremental changes to the public transport network over time as a result of new infrastructure and urban development.

Opportunities will be provided for tangata whenua to be involved through respective processes. This is particularly important where the reviews affect communities with high Māori populations, or it is identified new services are needed to connect people to education or employment opportunities.

## 6 Budget Implications

### 6.1 Current Year Budget

The matters in this report do not affect the 2019/20 budgets.

### 6.2 Future Budget Implications

An additional \$250,000 is sought in 2020/21 to support the delivery of Western Bay urban growth and strategic transport planning.

\$000	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30
<b>Operating Expenditure</b>										
Western Bay Passenger Transport Review	250									
<b>Total Operating Expenditure increase</b>	<b>250</b>									
<b>Net cost to council</b>	<b>250</b>									
<b>Rates Impact</b>										
<b>General Rates (100%)</b>	<b>250</b>									
<b>% Movement</b>										
<b>General Rates</b>	<b>0.9%</b>									

## 7 Community Outcomes

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

Ruth Feist  
Team Leader Urban

**for General Manager, Strategy & Science**

**22 May 2020**