

Notice is given that an ordinary meeting of the Full Council will be held on:

Date: Thursday 24 May 2018
Time: 9.30 am
Meeting Room: Tasman Council Chamber
Venue: 189 Queen Street
Richmond

Full Council

AGENDA

MEMBERSHIP

Mayor	Mayor Kempthorne	
Deputy Mayor	Cr King	
Councillors	Cr Brown	Cr McNamara
	Cr Bryant	Cr Ogilvie
	Cr Canton	Cr Sangster
	Cr Greening	Cr Tuffnell
	Cr P Hawkes	Cr Turley
	Cr Maling	Cr Wensley

(Quorum 7 members)

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AGENDA

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Recommendation

That apologies be accepted.

3 PUBLIC FORUM

4 DECLARATIONS OF INTEREST

5 LATE ITEMS

6 CONFIRMATION OF MINUTES

That the minutes of the Full Council meeting held on Friday, 4 May 2018, be confirmed as a true and correct record of the meeting.

7 PRESENTATIONS

The Golden Bay Grandstand Restoration Society Inc (GBGRS).

N.B. the presentation has been allocated a maximum of ten minutes with a brief opportunity for Councillors to raise questions of clarification.

8 REPORTS

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8 REPORTS

8.1 LONG TERM PLAN 2018-2028 (LTP) COUNCIL DIRECTIONS

Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Sharon Flood, Strategic Policy Manager
Report Number:	RCN18-05-01

1 Summary

- 1.1 This report includes a summary of the decisions made on submissions at the Long Term Plan 2018-2028 Deliberation Council meetings on 4, 7, and 10 May 2018 and sets out the net debt and rating revenue implications. It also seeks Council decisions on final policy wording changes for inclusion in the Long Term Plan 2018-2028 (LTP), the Development and Financial Contributions Policy and the various activity management plans. These documents plus the Schedule of Charges will come to Council for approval on 28 June 2018.
- 1.2 This report also seeks Council's approval to revoke the Policy on Early Payment of Rates in the Current Financial Year.
- 1.3 A comparison of the overall financial impacts of the decisions made at the Deliberation meetings are as follows:

	LTP Consultation Document	Deliberation Meetings Decisions
	\$000's	\$000's
Total Rates Revenue Increase in Year 1	1.91%	2.31%
Growth Year 1	1.13%	1.13%
Rates Collected in Year 1	\$72,782	\$73,068
Net Debt at Year 10	\$146,651	\$144,987
Net Debt Peak	\$199,400 Year 4 (2021/22)	\$199,600 Year 3 (2020/21)
Capital spend in Year 1 (2018/19)	\$40,927	\$40,975
Capital spend over 10 years (2018 – 2028)	\$390,982	\$388,334

- 1.4 As a consequence of the deliberation decisions, the financial impacts will also change the rates for the final LTP. We will update the Funding Impact Statement including the rating examples, and amend the rest of the document as required.

2 Draft Resolution

That the Full Council

1. receives the Long Term Plan 2018-2028 (LTP) Council Directions report RCN18-05-01; and
2. notes that Council has received, considered, and deliberated on all the written, verbal and late submissions to the LTP Consultation Document, concurrent information and supporting information; and
3. notes that the decisions made at the LTP Council Deliberation meetings will be included into the final LTP 2018-2028, the Development and Financial Contributions Policy, the activity management plans, and the Schedule of Charges; and
4. agrees that where Council has resolved to make changes to the LTP work projects timing, funding and wording, consequential changes will be made to other parts of the LTP document where necessary; and
5. agrees to staff making appropriate changes to transform the LTP Consultation Document, supporting information and concurrent consultation documents (including editorial and formatting changes) into the final LTP 2018-2028 for adoption; and
6. agrees not to make provision in the final LTP 2018-2028 for a number of proposals requested in submissions for the following reasons: their funding implications on rates and debt, the relative priority of those matters and activities in the context of Council's overall work programme, matters raised were out of scope for the LTP, Council is of a view that they are not in the interests of the Tasman community; and
7. agrees to revoke the Policy on Early Payment of Rates in the Current Financial Year; and
8. agrees to the wording for the following documents subject to final legal review and any concurrent amendments:
 - a. Revenue and Financing Policy in section 5 of this report; and
 - b. Funding Impact Statement in section 6 of this report; and
 - c. LTP provision for the Waimea Community Dam in section 7 and support for the Kohatu Motorsport Park in section 8 of this report; and
 - d. Significant and Engagement Policy in section 9 of this report; and
 - e. Development and Financial Contributions Policy in section 10 of this report; and
 - f. Tasman Bay Heritage Trust in section 11 of this report; and
9. notes that we will recommend the Schedule of Charges, the Development and Financial Contributions Policy, and the activity management plans for separate adoption to the final LTP at the 28 June 2018 Council meeting.

3 Purpose of the Report

- 3.1 This report seeks Council's direction for the development of the final Long Term Plan 2018-2028 (LTP). It summaries the decisions made at the LTP deliberation meetings, and the rates and debt impact of those changes. The report sets out the wording changes to include in the Significance and Engagement Policy, the Revenue and Financing Policy, the Funding Impact Statement and the Development and Financial Contributions Policy.
- 3.2 The report also seeks that Council formally resolves to revoke the Policy on Early Payment of Rates in the current financial year.

4 Background and Discussion

- 4.1 The matters included in the LTP Consultation Document, supporting information and concurrent consultation processes were developed through years 2017 and 2018.
- 4.2 The five key issues identified for our District in the Consultation Document were:
1. Rates affordability and managing Council debt
 2. Growth and infrastructure
 3. Development and Financial Contributions Policy
 4. Drinking water supply and quality
 5. Funding Motueka's water supply.
- 4.3 The LTP Consultation Document also included a number of other proposed projects and funding implications.
- 4.4 The implications of the decisions made at the LTP Council Deliberations meeting see total rates revenue increase to 2.31% in year one, 2.42% in year two, and 2.46% in year three. The rates revenue increase is now forecast to peak at 2.95% in year six. All rates revenue increases in this report exclude growth.
- 4.5 The total net debt level proposed in the LTP Consultation Document was \$189 million at the end of 2018/2019, increasing to reach a peak of \$199 million in year four (2021/2022) before falling to \$147 million in 2027/2028. Post deliberation decisions, total net debt will be \$191 million at the end of year one, increasing to a peak of \$199 million in year three (2020/2021).
- 4.6 The table below sets out the implications of the LTP Deliberation decisions compared to what we consulted on in the LTP Consultation Document and supporting information.

	LTP Consultation Document	Deliberation Meetings Decisions
	\$000's	\$000's
Total Rates Revenue Increase in Year 1	1.91%	2.31%
Growth Year 1	1.13%	1.13%
Rates Collected in Year 1	\$72,782	\$73,068
Net Debt at Year 10	\$146,651	\$144,987
Net Debt Peak	\$199,400 Year 4 (2021/22)	\$199,600 Year 3 (2020/21)

Capital spend in Year 1 (2018/19)	\$40,927	\$40,975
Capital spend over 10 years (2018 – 2028)	\$390,982	\$388,334

- 4.7 As a consequence of the deliberation decisions, the financial impacts will also change the rates for the final LTP. We will update the Funding Impact Statement including the rating examples, and amend the rest of the document as required.
- 4.8 Each year Council also sets its Schedule of Charges. The draft Schedule was publicly notified as a LTP concurrent consultation document, and is due to be adopted at the 28 June 2018 Council meeting. There are no recommended changes to the proposed fees and charges with the exception of charges for water supplied to Nelson City Council for the Nelson Residential Water Area and the Nelson Industrial Water Supply Area; and charges for water supplied to our three largest industrial water users (Nelson Pine Industries, ENZA Food NZ Ltd and Alliance Group Ltd). These charges along with the wastewater service charges for those properties within the Nelson City Council boundaries will be confirmed in late June when the final rates are available.

LTP Council Deliberation Meeting Decisions

- 4.9 A number of changes to the LTP Consultation Document, supporting information, and concurrent consultation documents were resolved at the Deliberation meetings on 4, 7 and 10 May 2018. A summary of those resolutions are included in Attachment 1 of this report.
- 4.10 The final LTP will be developed from the Consultation Document, supporting information and the concurrent consultation documents, and include the resolved changes and any consequential amendments required.
- 4.11 The Schedule of Charges, Development and Financial Contributions Policy, and activity management plans will be adopted as stand-alone documents to the LTP.

Revocation of Policy on Early Payment of Rates in the Current Financial Year

- 4.12 Council consulted on its proposal to revoke the Policy on Early Payment of Rates in the current financial year concurrently with the LTP Consultation Document. As discussed in the staff deliberations report, we received only one submission seeking the restoration of a mechanism for an early payment rebate to improve Council's cashflow.
- 4.13 Council has not provided a discount for early payment of rates in recent years and during the LTP Deliberations meeting, Councillors indicated support to revoke the Policy.
- 4.14 Staff recommend that Council formally resolve to revoke the Policy at this meeting.

5 Revenue and Financing Policy

- 5.1 At the LTP Deliberations meeting, Council resolved to amend the Revenue and Financing Policy in relation to the Waimea Community Dam and the funding of project cost overruns.
- 5.2 Staff propose the following changes to Section 3.5 Water Supply of the Policy to clarify this matter. The proposed changes are in italics.

Properties with affiliated consents:

Council may introduce a targeted rate based on capital value to all properties with Waimea Dam related affiliated consents in the event of any default on loans or security arrangements for the Waimea Community Dam Joint Venture Council Controlled Organisation (Waimea Water Ltd.).

Cost overruns, wind up costs, and sunk costs:

In the event of cost overruns, Council would fund its share of the costs from the same environmental and community benefits, and water supply funding mechanisms as Council's share of the project's budgeted costs.

For cost overruns in excess of \$3 million, Council may also utilise a targeted rate based on capital value to all properties with affiliated consents to recover a portion of the cost overruns.

In the event of the project not proceeding, Council will fund costs that have been incurred up to the point of making that decision using the same rating and charging mechanisms proposed for the Dam if it proceeds for the environmental and community benefits and extractive use. It may also target rate properties with Waimea Community Dam related consents a portion of these incurred costs.

Costs incurred that have not been recovered as part of the project joint venture will be funded from the same environmental and community benefits, and water supply funding mechanisms as Council's share of the project's budgeted costs. Council may also target rate properties with Waimea Community Dam related consents a portion of these incurred costs.

6 Funding Impact Statement (FIS)

- 6.1 As noted in section 4, the financial impacts of the decisions made by Council will change the rates charged. The Funding Impact Statement will be updated to reflect those changes.
- 6.2 Because of the proposed Waimea Community Dam changes in the Revenue and Financing Policy, we must also change our Funding Impact Statement. Staff recommend that the following text is included as a note to the section on targeted rates.

The Waimea Community Dam – Environmental and Community Benefit Rates include a portion of non-recoverable costs incurred. Should the project not proceed, the funds collected by these rates will be used to offset non-recoverable expenditure.

7 Waimea Community Dam

- 7.1 As discussed at the Council LTP Workshop on 14 May 2018, further wording changes are required to the section on the Waimea Community Dam in the LTP document regarding the possible transfer of a proportion of our shareholding to Nelson City Council, and any future hydroelectric dam scheme. We have also included a note on the Dam and our Significance and Engagement Policy.
- 7.2 Staff recommend that the following text is included, and any other consequential amendment required in the LTP document to reflect those changes including any delay in the timing of the Dam.

“Any project or consultation costs not funded through the Joint Venture will be recovered by Council using a mixture of targeted rates, and fees and charges.”

“Council separately confirmed that a CCO would be formed to own and operate the Dam, subject to the project proceeding. *“From day one, Council will own the majority of the company shares and appoint four of the seven directors on the Board. As part of the funding proposal, Nelson City Council is expected to contribute \$5 million to the project. In the event that Nelson City Council wishes to become a shareholder for their contribution, Council will be required to transfer a proportion of its shareholding in the Dam company to them. Council anticipates that this may take its majority company shareholding to below a controlling interest even though the shareholding is a Council strategic asset. However, the two Councils together will retain a controlling interest in the Dam and the governance of the Dam will continue to be through the CCO, as between both Councils they will own a controlling interest in the Dam company. If Nelson City Council becomes a Dam shareholder it may also become involved jointly, with Tasman District Council, in appointing one of the four Council directors on the Board.”*

“If the Waimea Community Dam proceeds, Council will include its investment in the Council Controlled Organisation (to be formed to own and operate the Dam) in the list of Strategic Assets in the Significance and Engagement Policy.”

“Council commissioned the development of a full business case for a hydroelectric scheme to be added to the Dam. The initial advice is that the scheme is feasible and that it would provide sufficient returns to cover its costs, with a cost estimate of \$5.9 to \$8.1 million. If Council determines that such a hydroelectric scheme is feasible, then it will look at options to procure, fund and operate the scheme. The scheme will operate within the operational parameters of the Dam, and be subject to a separate decision of Council. It will also require agreement with the Joint Venture Partners to ensure it does not significantly impact on the key outcomes or timelines for the proposed Dam.”

8 Kohatu Motorsport Park

8.1 At the LTP Deliberations meeting, Council resolved that staff include appropriate support in the LTP for the Kohatu Motorsport Park project. Staff recommend the following text:

“The Kohatu Motorsport Park is a proposed new venture to be developed on the outskirts of Tapawera by the Central Motorsport Incorporated Society. Council supports the development of the Park and recognises its value to the community as a regional adventure and motorsport park. Over the past few years, Council has contributed to the facility by providing funding for a feasibility study, and absorbing approximately \$15,000 of costs for the project. Council is also contributing approximately \$300,000 to the upgrade of the intersection to the Motorsport Park at Olivers Road and Motueka Valley Highway.”

9 Significance and Engagement Policy

9.1 At the LTP Deliberations meeting Council resolved the following:

In the event that the Waimea Community Dam proceeds, Council gives consideration to including its shares in the Council Controlled Organisation in the list of Strategic Assets in the Significance and Engagement Policy.

9.2 To give effect to this resolution, the following note will be added at the bottom of the list of Strategic Assets in the Significance and Engagement Policy as follows (note: it is also included in the Waimea Community Dam section of the LTP):

“Note:

If the Waimea Community Dam proceeds, Council will include its investment in the Council Controlled Organisation (to be formed to own and operate the Dam) in the list of Strategic Assets in this Policy.”

10 Development and Financial Contributions Policy

- 10.1 At the LTP Deliberations, Council resolved to amend the Development and Financial Contributions Policy to show the new charges inclusive of GST, to amend the definition of a small house, include a definition of a ‘bedroom’, and include clarifying text regarding the funding and charges.
- 10.2 Staff propose to amend the Policy and add appropriate text to give effect to these resolutions, and to make a number of other consequential amendments to the remainder of the Policy including the supporting Schedules.
- 10.3 Amend Table 7 Development Contributions charge per HUD 1 July 2018 to include GST as follows:

	CATCHMENTS (GST inclusive)			
Service	Waimea	Motueka	Golden Bay	Rest of District
Stormwater	\$6,374	\$9,300	\$1,091	N/A
Water	\$8,907	\$5,456	N/A	N/A
Wastewater	\$10,442	\$8,964	\$13,257	N/A
Transportation	\$1,290	\$1,290	\$1,290	\$1,290
Total	\$27,013	\$25,010	\$15,638	\$1,290

“GST has been applied at the rate of GST at 1 July 2018 (15%). Should the rate change, the charges will be adjusted accordingly. See Schedule 1 for the GST exclusive charge per activity.”

- 10.4 Amend the section on ‘Special Assessments’ to add the following text:

SPECIAL ASSESSMENTS

“A standard dwelling is a dwelling that does not meet one of the criteria for a discount (i.e. a dwelling that is 110 m² or larger, or has four or more bedrooms).”

- 10.5 Amend Table 4 - Small homes special assessment guidance to change the number of bedrooms for small homes to a maximum of three.

	Minor	Small	Standard
Criteria B: No. of Bedrooms	1	≤3	≥4

- 10.6 Amend the sections on the ‘Summary of Calculations’ and the ‘Meaning of Terms’ to provide clarification as follows:

SUMMARY OF CALCULATIONS

“For each activity and catchment, development contributions fund the programme as a whole on an aggregated basis. Development contributions paid by any individual development are not allocated to a specific project.”

Development contribution charges are based on the long run term average cost of growth within each catchment for each activity.”

MEANING OF TERMS

“Bedroom means a room in a residential unit that is greater than 4.5 m² in floor area and capable of being used for sleeping purposes. Council may relax this definition where we are satisfied a room will not be used as a bedroom, even if it meets this definition. For example, where a room is clearly an anteroom or vestibule.”

11 Tasman Bay Heritage Trust

- 11.1 Council received a submission from Tasman Bay Heritage Trust seeking a capital contribution in the current and subsequent Long Term Plans to contribute to a redevelopment of the museum and storage facility.
- 11.2 At the LTP Deliberations Council supported the staff recommendation to decline their capital funding request. Staff however propose that we include the following text in the LTP to support this project with a view to revisiting their funding request in our next LTP 2021-2022.

“Tasman Bay Heritage Trust are proposing to redevelop the Nelson Provincial Museum to extend the facility and provide a new regional collection facility. Council supports the redevelopment of the Museum and recognises the important value the facility provides to our community. Council has contributed to this facility in the past and continues to through this LTP. In Year 1 (2018/2019) we have committed operational funding of approximately \$865,000 for the Trust, and \$63,000 for the museum storage facility at Elm St (GST exclusive). Council also provides the Trust with an 0% interest loan of \$39,000 per annum. Council intend to revisit the request for capital funding in the next LTP 2021-2022.”

12 Options**Option 1 – Recommended Option**

12.1 That Council:

- 12.1.1 confirms that the changes resolved at the Deliberations meeting on 4, 7 and 10 May and at this meeting, represent the full substantive changes that Council wishes to make to enable the preparation of the final LTP 2018-2028; and
- 12.1.2 approves the wording changes to the Significance and Engagement Policy, Revenue and Financing Policy, Funding Impact Statement, and the Development and Financial Contributions Policy.

12.2 The advantages of this option are that it enables staff to complete the preparation of the final LTP 2018-2028, the Development and Financial Contributions Policy, activity management plans, and the Schedule of Charges for adoption at the 28 June 2018 Council meeting. It also ensures that the documents are completed in time to be audited in early June. Under the Local Government Act 2002, the LTP must be adopted by 30 June 2018. Adopting the LTP is a pre-requisite for Council to strike the rates for the 2018/2019 year.

12.3 The disadvantages of this option are that no further changes can be made to the LTP and some submitters may not be happy that their requests for funding and/or other wording and programme changes were not included in the final LTP. However, Council has considered and deliberated on all the submissions and made the changes that it considers are appropriate for inclusion into the final LTP.

Option 2

12.4 Identify further changes to be incorporated into the LTP and/or Development and Financial Contributions Policy, and/or activity management plans, and/or the Schedule Charges.

12.5 The advantage of this option is that further changes to projects and/or funding and/or policy could be made.

12.6 The disadvantages of this option are that it does not enable staff adequate time to complete the preparation of the final LTP 2018-2028, the Development and Financial Contributions Policy, activity management plans, and the Schedule of Charges for adoption at the 28 June 2018. It also means that the documents will not be completed in time for auditing meaning Council will be not be able to adopt the LTP 2018-2028 by 30 June 2018 as required under the Local Government Act 2002. We will therefore be unable to strike the rates for the 2018/2019 year.

13 Policy / Legal Requirements / Plan

13.1 The Local Government Act 2002 sets out the requirements that Council must follow in the preparation of the LTP. Council has met these legal requirements.

13.2 Council must adopt the final LTP on or before 30 June 2018 in order to strike the rates for the 2018/2019 year.

14 Consideration of Financial or Budgetary Implications

- 14.1 The changes to the draft budgets arising from the LTP Deliberation decisions are set out in the summary section of this report. With the proposed changes we will consistently remain below our self-imposed net debt cap of \$200 million and rates income cap of 3% (excluding growth) as set out in our Financial Strategy.
- 14.2 Overall rates increases (excluding an allowance for growth) would be 2.31% in 2018/2019 compared with 1.91% in the LTP Consultation Document. Net debt will be \$191 million at the end of year 1 and reach a peak of \$199 million in year 3 (2021/2022), reducing to \$145 million in year 10.

15 Significance and Engagement

- 15.1 There are several proposals within the LTP consultation document, supporting information and concurrent consultations that are of high public interest to specific communities and others that are of high public interest to the wider community. For these reasons, they were assessed as having high significance and were consulted on using the Special Consultative Procedure.
- 15.2 Decisions on the submissions were made during the deliberation meetings. This report deals with the final wording of several policies and confirms Council's direction for the development of the final LTP 2018-2028. Council does not need to consult further prior to making the decisions sought in this report.

Issue	Level of Significance	Explanation of Assessment
Is there a high level of public interest, or is decision likely to be controversial?	High	The decision for directions for the development of the final LTP will be of high public interest.
Is there a significant impact arising from duration of the effects from the decision?	Medium	The LTP has a ten year time horizon (except for the Infrastructure Strategy which has a 30 year plus time horizon) and is reviewed every three years. The Annual Plan can be used to notify and consult with the community on any changes to the LTP. The Revenue and Financing Policy could be revisited earlier than in three years' time but would require a LTP Amendment.
Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	Low	The decisions involved relate to a number of strategic assets. However, there is no proposal to change the ownership arrangements of any of the strategic assets.
Does the decision create a substantial change in the level of service provided by Council?	High	A number of changes to levels of service are proposed.
Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	High	The documents set out Council's financial strategy, budgets and funding sources for the next ten years 2018 to 2028.
Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	

Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	N/A	
Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	

16 Strategy and Risks

- 16.1 The purpose of this report is to confirm Council direction for the development of the final LTP. Decisions at this meeting will ensure staff have sufficient time to develop the document and ensure it is ready for audit purposes and adoption on 28 June 2018. If Council wish to make any further changes at this late stage, there is a high risk that the LTP will not be adopted on time and that we will be unable to strike the rates for the 2018/2019 year.

17 Conclusion

- 17.1 Council has had the opportunity to consider the written and verbal submissions and deliberate on the LTP Consultation Document, supporting information and concurrent consultation documents. The decisions made at the LTP Deliberations meeting and at this meeting, will be incorporated into the final LTP 2018-2028.
- 17.2 The overall financial impacts of the Deliberations decisions are set out in this report, and see our total rates revenue (excluding growth) increase from the proposed 1.91% to 2.31% in Year 1 (2018/2019), and net debt peak at \$199 million in Year 3 (2020/2021) of the LTP.

18 Next Steps / Timeline

- 18.1 Staff will incorporate Council's decisions into the final LTP 2018-2028 and other separate documents. Together with the rating resolution, we will bring these documents to Council for adoption on 28 June 2018.
- 18.2 The Revenue and Finance Policy and the Development and Financial Contributions Policy will receive a final legal check.
- 18.3 The rates strike resolution will be prepared and receive a legal review and check.
- 18.4 Audit NZ will be onsite auditing the LTP in early to mid-June in time for adoption.
- 18.5 Once the final LTP, the Schedule of Charges, the Development and Financial Contributions Policy, and the activity management plans are adopted, all submitters will receive a response to their submissions.

19 Attachments

- | | |
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| 1. LTP Deliberation Meeting Decisions | 19 |
|---------------------------------------|----|

LTP DELIBERATION MEETING RESOLUTIONS - 4, 7, and 10 MAY 2018

That the Full Council accepts the favourable budget revisions to be included in the LTP 2018-2028 for the following items:

1. revenue from Nelson City Council pan charges, \$20,000; and
2. revenue from solid waste – joint landfill, \$37,000; and
3. savings from commercial restructure, \$47,000; and
4. use of the existing water reserves, \$490,000

That the Full Council approves the unfavourable budget changes to be included in the LTP 2018-2028 for the following items:

1. increase in three-waters operational contract of \$596,000; and
2. Freedom Camping Bylaw implementation, \$10,000; and
3. Planview licenses, \$39,000; and
4. Aquatic Centre – pool retiling, \$14,000; and
5. Insurance costs – 12% increase, \$81,000; and
6. Motueka Community Board – grant for litter cart \$5,000

That the Full Council approves the following budget changes to Years 1-10 for inclusion in the LTP 2018-2028:

1. include earthquake strengthening funding of \$200,000 in year 10; and
2. Golden Bay RFC account correction. Reduces debt by \$1.56 million across 10 years; and
3. Waimea Community Dam delay transfer of debt of \$14.1 million to 2018/2019; and
4. NRSBU capital works development contribution charges; and
5. Move funding of \$50,000 for Redwood reticulation from Year 2 to Year 1; and
6. Move funding of \$180,000 for the Marahau Seawall from Year 9 to Year 8; and
7. Increase funding for the solid waste capital programme to \$200,000 and bring this funding forward from Years 2/3 to Year 1/2; and
8. Move funding of \$20,000 for the storage shed, Richmond and associated revenue from Year 3; and
9. Move funding of \$210,000 for the Eastern Hills Drain Upgrade from Years 4/5 to Years 3/4.
10. other consequential budget changes resulting from these decisions.

Rates Affordability and External debt

That the Full Council accepts retaining the proposed caps in the LTP 2018-2028 of

1. \$200 million external net debt; and
2. 3% per year total rates income plus allowance for growth.

Growth and Infrastructure

That the Full Council accepts the following budget changes to the LTP 2018-2028:

1. retain funding of \$660,000 for the Motueka/Riwaka River Flood Mitigation in Years 4 and 5; and
2. increase the Motueka/Riwaka River Flood Mitigation budget from \$150,000 to \$350,000 (\$175,000 in Year 1 and \$175,000 in Year 2) to extend the scope of the work from identification of flood consequences in Lower Motueka catchment to include the Riwaka catchment including Brooklyn.

Development and Financial Contributions Policy

That the Full Council approves the following changes to the Development and Financial Contributions Policy 2018-2028:

1. amend Table 7 of the Development Contributions Policy to better reflect the total charges and clarify the GST inclusive cost; and
2. amend the small house category to include up to three bedrooms and any consequential changes to the Policy as a result; and
3. include a definition of 'bedroom'; and
4. include text that clarifies that for each activity and catchment, development contributions fund the programme as a whole on an aggregated basis; and
5. include text clarifying that development contribution charges are based on the long term average cost of growth within each catchment for each activity.

Drinking Water Supply and Quality

That the Full Council approves the inclusion of the proposals for improving drinking water quality in the Long Term Plan 2018-2028.

Funding Motueka Water Supply

That the Full Council approves the inclusion of funding for the Motueka Water Supply in the Long Term Plan 2018-2028.

Tourism and Economic Development

That the Full Council approves the following amendments for inclusion in the LTP 2018-2028:

1. retain funding \$300,000 per annum for the Nelson Regional Development Agency (NRDA) to be reviewed after three years.
2. retain funding to local information centres as proposed in the Consultation Document to be reviewed after three years.
3. retain funding to the Nelson-Tasman Business Trust as proposed in the Consultation Document to be reviewed after three years.

Transportation

That the Full Council approves the following amendments to the Transportation programme for inclusion in the LTP 2018-2028:

1. include funding of \$60,000 in year 2 (2019/2020) to review all of our public transport networks;
2. brings forward the funding for the roundabout upgrade including the underpass at the Champion Road/Salisbury Road intersection to year 2 (2019/2020) from year 4 in the LTP 2018-2028; and
3. includes \$60,000 funding for the business case in Year 1 of the LTP 2018-2028 (note this funding is subsidised by NZTA).
4. moving the Lower Queen Street and Berryfield Drive intersection upgrade project funding of \$990,000 from Year 8 to Year 6 (2023/2024) of the Long Term Plan 2018-2028; and
5. moving the Borck Creek Shared Pathway Crossing project funding of \$673,700 from years 8 and 9 to year 6 (2023/2024).

That the Full Council approves moving the funding of \$1.135 million for the Pohara-Takaka Cycleway project of the LTP 2018-2028 as follows:

1. brings forward design from year 2 to year 1, and construction from year 3 to year 2.

Refuse/Recycling Routes and Rating Areas

That the Full Council approves the following amendments to the Refuse/Recycling Routes and Rating Areas for inclusion in the LTP 2018-2028:

1. remove the Flaxmore Road, Sunrise Valley Road, Supplejack Valley Road, Weka Road/Wood Loop, Sunset Valley Road and Greenvine Lane collection routes formerly proposed for extension;
2. reduce the rating area as proposed in St Arnaud, with the exception of the two properties on the edge of the rating area; and
3. carry out further investigations into drop-off options for St Arnaud.

Environmental Management

That the Full Council increases funding to Project Devine to \$11,250 per year for inclusion in the LTP 2018-2028.

Forestry

That the Full Council increases funding for additional resources for maintaining the National Environmental Statement on Plantation Forestry (NES-PF) of \$100,000 per year with the expectation that \$50,000 will be cost-recovered, (net cost \$50,000 per year) in the LTP 2018-2028.

Significance and Engagement Policy

That the Full Council approves the following minor highlighted wording changes to the Significance and Engagement Policy in the LTP 2018-2028:

1. Section 1.4: 'The exact form and extent of consultation and engagement will be determined by Council on a case by case basis, taking into account the level of significance of the matter and any statutory requirements'; and
2. Section 2.2: 'Where appropriate, Council will work with Wakatū Incorporation and Ngāti Rārua Ātiawa Iwi Trust (NRAIT) when dealing with matters relating to the land holdings of those agencies and will also work with those agencies when they represent the manawhenua interests of the traditional owners'.
3. In the event that the Waimea Community Dam proceeds, Council gives consideration to including its shares in the Council Controlled Organisation in the list of Strategic Assets in the Significance and Engagement Policy.

Kohatu Motorsport Park

That the Full Council approves the inclusion of an appropriate reference in the LTP 2018-2028 noting Council's support of the Kohatu Motorsport Park project, including Council's funding provided to date.

Community Facilities

That the Full Council approves the following funding changes for Community Facilities activities for inclusion in the LTP 2018-2028

1. include funding of \$18,500 for repairs to the Motueka War Memorial and concrete surrounds. Funding of \$7000 for the memorial repair is to be sourced from the 2017/2018 Reserves and Facilities budget and funding of \$11,500 for the concrete surrounds repair will be included in year 1 of the LTP.
2. provide a grant of \$50,000 and a loan of \$50,000 over 15 years to the Hope Tennis Club to replace the six Astroturf courts at the Hope Recreation Reserve. These funds will be made available in Year 1 of the LTP from the Reserves and Facilities operating budgets.

Waimea Community Dam/Revenue and Financing Policy

That the Full Council approves staff drafting an amendment to the Revenue and Financing Policy for inclusion in the LTP 2018-2028 providing for Council to introduce a targeted rate based on capital value on properties with Waimea Dam related affiliated consents to recoup a portion of the additional project costs in the event of project cost overruns in excess of \$3m (above the Council estimated costs of \$75.9M).

And notes that the funding for the Council's share of the first \$3m of project cost overruns (if any) will be funded from rates, DCs and fees and charges using the same funding approach as the overall project.

Saxton Field

That the Full Council approves the following funding changes in the Long Term Plan 2018-2028 for Saxton Field:

1. move \$120,000 funding for the Velodrome lighting/shade shelter from Year 1 to Year 5; and
2. move funding for the cycle/ path development of:
 1. \$20,000 from Year 1 to Year 4; and
 2. \$200,000 from Year 2 to Year 5; and
 3. \$20,000 from Year 3 to Year 6.
3. bring forward funding of \$20,000 from Year 4 to Year 1 and \$880,000 from Year 5 to Year 2 for the resurfacing of the athletics track.

8.2 REGIONAL LAND TRANSPORT PLAN - DELIBERATIONS REVIEW

Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Drew Bryant, Activity Planning Advisor - Engineering Services
Report Number:	RCN18-05-02

1 Summary

1.1 The Tasman Regional Transport Committee recommended on 9 May 2018 that the Full Council approve the final Regional Land Transport Plan (RLTP), (**Attachment 1**). They also recommended that the Full Council approves submission of the final RLTP to the New Zealand Transport Agency. The resolution is included in the minutes (**Attachment 3**) and is also shown below.

That the Tasman Regional Transport Committee

1. receives the **Regional Land Transport Plan (Mid Term Review) Deliberations Report TRTC18-05-01**; and
2. recommends to the Full Council that it approves the **Regional Land Transport Plan (Attachment 1)**; and
3. authorises the **Regional Transport Committee Chair and Engineering Services Manager to make changes to the Regional Land Transport Plan before submitting it to Full Council for approval to reflect:**
 - (a) changes to the **Regional Land Transport Plan (Attachment 1)**; that are agreed to by the committee, included in a submission to the Transport Agency's Investment Proposal and recorded in the minutes of this meeting; and
 - (b) minor editorial changes; and
 - (c) changes to reflect Nelson City Council and Marlborough District Council changes to Table 4 that effect their regions; and
4. recommends that the Full Council submits the **Regional Land Transport Plan to the New Zealand Transport Agency by 30 June 2018.**

That the Tasman Regional Transport Committee approves a submission to the New Zealand Transport Agency on the Transport Agency's Investment Proposal emphasising the following:

- Retain the remainder of the Network Operating Framework
- Retain SH60 Motueka Improvements activity
- Retain State Highway Low Cost/Low Risk budget

- **Accept SH60 Richmond to Golden Bay split**
- **Advance SH60 Richmond to Appleby activity into first three years**
- **Accept three new State Highway activities**
- **Accept local road changes through LTP process**
- **Retain the funding for improvements to the Hutcheson Bridge on SH65**

CARRIED

- 1.2 Council can decide to approve the RLTP without modification or refer the RLTP back to the RTC with a request that RTC reconsider one or more aspects. Council cannot make changes to the RLTP. Should the RLTP be referred back to the RTC, the deadline to submit to NZTA would be at risk.
- 1.3 The New Zealand Transport Agency (NZTA) released their Transport Agency Investment Proposal (TAIP) prior to the Tasman Regional Transport Committee meeting. Staff provided a presentation identifying the changes to the State Highway improvements programme and recommended changes to the RLTP. The Committee agreed to make the recommended changes.
- 1.4 The RLTP has now been updated to reflect the changes agreed by the Regional Transport Committee including a small number typographical amendments.
- 1.5 The RLTP has been developed in collaboration with Nelson City Council, Marlborough District Council and NZTA. The programme within the RLTP has been through a number of workshops with the Regional Transport Committees of all three councils and Tasman District Council through its Long Term Plan development process.
- 1.6 In order to secure investment, the final RLTP is required to be submitted to the New Zealand Transport Agency by 30 June 2018.

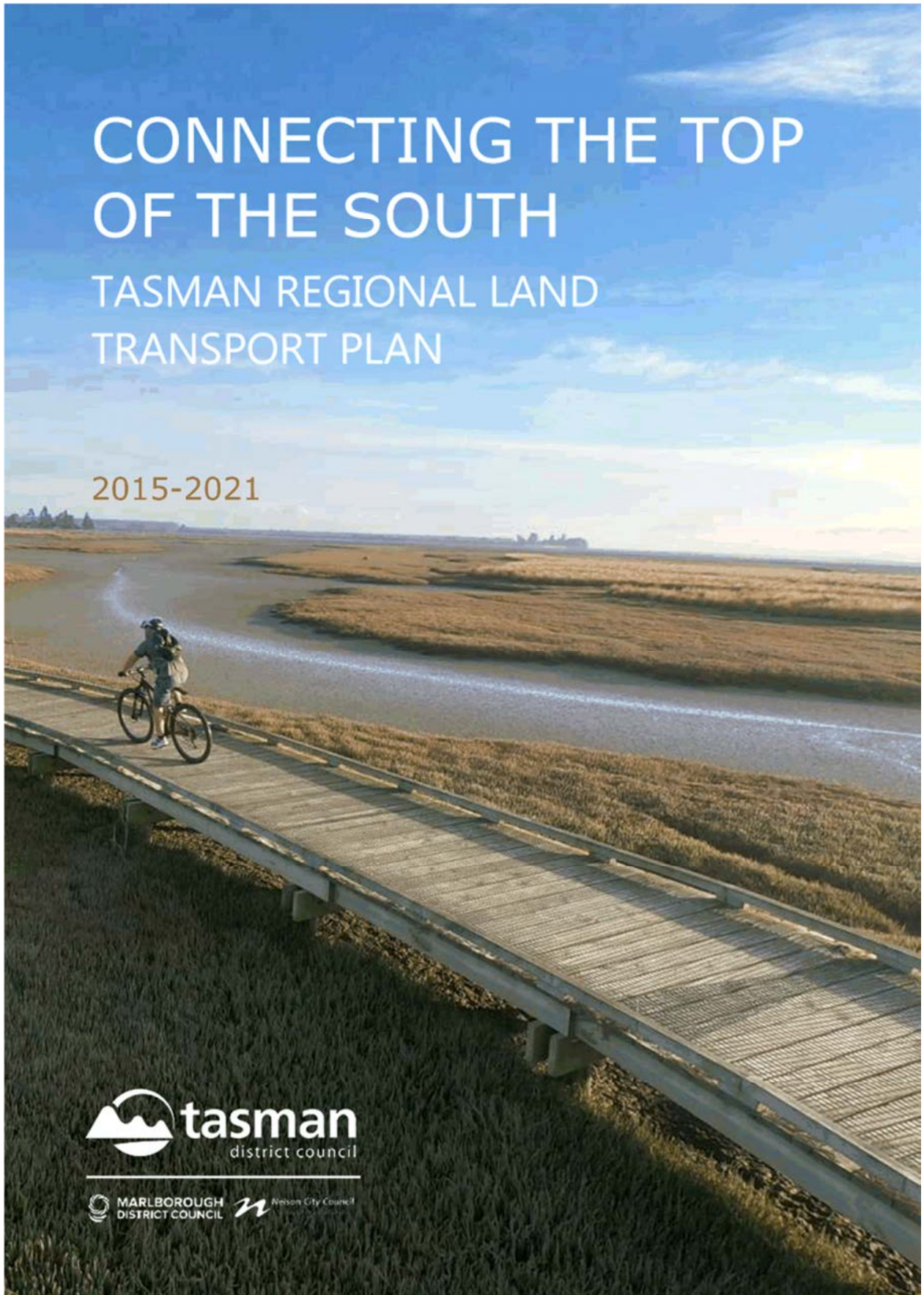
2 Draft Resolution

That the Full Council :

- 1. receives the Final Regional Land Transport Plan – referral from Tasman Regional Transport Committee report RCN18-05-02; and**
- 2. approves the Final Regional Land Transport Plan; and**
- 3. approves the submission of the final Regional Land Transport Plan to the New Zealand Transport Agency by 30 June 2018.**

3 Attachments

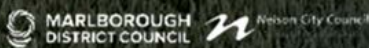
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CONNECTING THE TOP OF THE SOUTH

TASMAN REGIONAL LAND TRANSPORT PLAN

2015-2021



Record of amendment

Amendment number	Description of change	Effective date	Updated by
1	Minor editorial amendments following consultation and a Joint Regional Transport Committee workshop held on 17 February 2015.	23 February 2015	Sarah Downs
2	Update to the forward works programme	3 March 2015	Jenna Voigt/Sarah Downs
3	Final approved plan	1 July 2015	Robyn Scherer
4	2018 Mid-Term Review		
5	Mid-term review – for community consultation	20 January 2018	Drew Bryant
6	Mid Term Review changes made following consultation and release of 2018 Draft GPS	24 April 2018	Drew Bryant
7	Mid Term Review – Changes made following RTC recommendations	14 May 2018	Drew Bryant

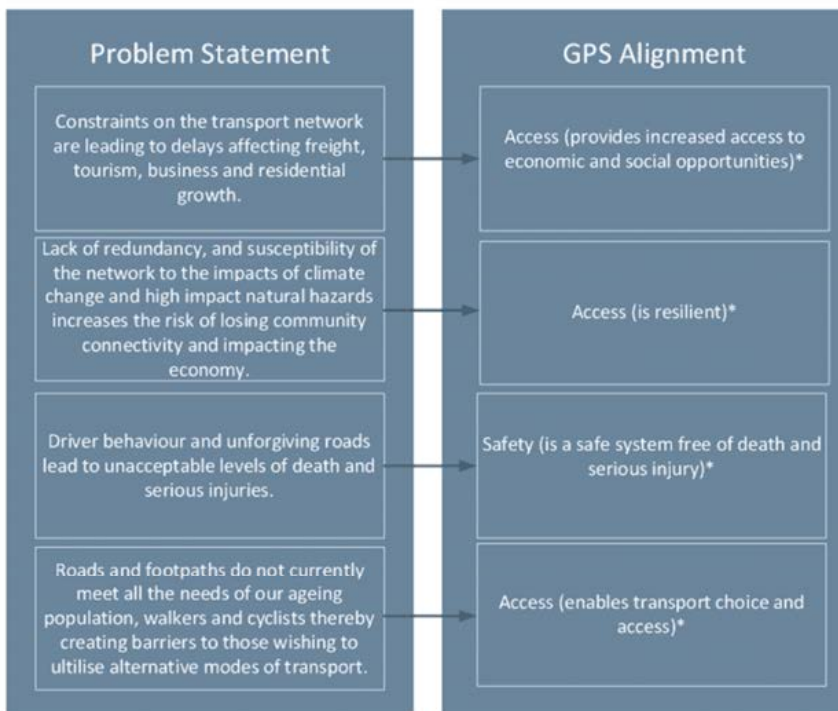
Executive Summary

This document is a mid-term review of the six year plan that was developed initially for the New Zealand Transport Agency’s National Land Transport Programme 2015–18. This Plan is also current for the 2018-2021 National Land Transport Programme.

The main purpose of the Regional Land Transport Plan is to set out the region’s land transport objectives, policies and measures for the next 10 financial years using national funding. In developing this plan the Top of the South aspirations have been aligned with the national outcomes as outlined in the Draft 2018 Government Policy Statement on Land Transport, however it may be necessary to vary the plan when the second stage GPS is released in 2019.

The Top of the South councils, in partnership with the New Zealand Transport Agency, have collaborated to develop a joint Regional Land Transport Plan that aims to provide the community with an efficient, safe and resilient road network. This Regional Land Transport Plan considers the economic drivers for the Top of the South with horticulture, viticulture, forestry, seafood, farming and tourism being the main areas driving our economic growth. All three areas are experiencing significant growth. Nelson City continues to be the largest urban area within the region for employment, the State Highway 1 route through Marlborough District is the highest use freight route in the South Island and Tasman District is experiencing significant residential and commercial growth.

The key problems and benefits from solving those problems for land transport in the Top of the South have been determined collaboratively using Treasury’s Better Business Case principles. Four key problems are summarised below along with how they map to the draft 2018 GPS:



* The draft GPS 2018 supporting priorities of 'value for money' and 'environment' support each of these problem statements.

Further detail on the key transport issues and challenges are presented in Part C of this plan.

All three councils recognise that we are highly interdependent on each other for our economic and social welfare. The Top of the South economy is highly dependent on its transport network as there is no rail alternative for Nelson and Tasman so the need for resilience, reliability and safety along key journey routes is vital.

Evidence and discussion on the key problems and issues is discussed in Part C and the strategic response and projects that respond to the identified problems are listed in Part E.

Part F outlines the specific land transport issues that Tasman District faces and how we intend to deal with these issues. Part F also includes a programme of forward works for the next ten years for both local roads and the State Highway network to provide the complete picture of the works planned over the next ten years in Tasman District.

In the Tasman District, Connecting Tasman 2010 is our main strategy document on land transport. The aim is to have a 'land transport system that will support a sustainable and prosperous economy that is accessible by and serves the whole community contributing to the better health, safety and wellbeing of those living in and visiting the Tasman region'.

There is a continued focus on the journey, enabling people and freight to travel safely and efficiently. Safety remains at the forefront, with our commitment to Safer Journeys, New Zealand's Road Safety Strategy 2010–2020, making our state highways and local networks increasingly free of death and serious injury.

Part G contains the Tasman Regional Public Transport Plan. It details the public transport services that are integral to the public transport network, the policies and procedures and the information and infrastructure that support public transport.

The Tasman Regional Land Transport Plan was published on 1 July 2015 and this mid-term review was published on 1 August 2018.

Copies can be found at any Council office or library.



Foreword- South Island Chairs Working Group

The top of the south Regional Transport Committee Chairs from Marlborough, Nelson and Tasman have been involved in a South Island wide working group.

South Island Regional Transport Committee Chairs recognise that South Island regional economies and communities are interconnected, with critical freight and visitor journeys crossing regions, and extending along and across the South Island, and connecting to both Stewart Island and the North Island.

The South Island has a relatively small and dispersed population of around one million. Christchurch is the largest urban area and is centrally located, and there are several other main centres located throughout the island. Small communities are often at a significant distance from main centres, and depend on the products transported to their locality every day, as well as the ability to move products to be processed, distributed and exported. This makes the resilience of transport linkages between South Island communities of critical importance.

The efficient movement of both goods and people is essential to the South Island's economy, as well as the social and economic wellbeing of its residents. The majority of freight is moved by road, with substantial freight growth being projected. Freight demand in the South Island is currently driven by a mix of primary sector and export growth, as well as population change. There has also been significant growth in the tourism sector, with the South Island recognised as a tourism destination in its own right. These critical freight and tourism journeys do not stop at regional boundaries – they extend across the South Island.

In this context, the South Island Regional Transport Committee Chairs Group was established with the purpose of significantly improving transport outcomes in the South Island, to help drive our economy and better serve our communities, through collaboration and integration. Chairs agree that they can make greater progress toward realising common goals if they work together.

The three key collaborative priorities for the Group are to:

- 1. Identify and facilitate integrated multi-modal freight and visitor journey improvements (including walking and cycling journeys) across the South Island.
- 2. Advocate for a funding approach which enables innovative and integrated multi-modal (road, rail, air, sea) solutions to transport problems, and small communities with a low ratepayer base to maintain and enhance their local transport network.
- 3. Identify and assess options for improving the resilience and security of the transport network across the South Island, as well as vital linkages to the North Island.

South Island Chairs Regional Transport Committee Working Group



Tasman Regional Land Transport Plan, Page iv

Foreword- Tasman Regional Transport Committee Chair

Land transport plays a critical role in connecting our community by providing access to employment, education, recreation and services, as well as enabling the movement of freight in support of business and industry.

The Regional Land Transport Plan (RLTP) is a critical document for the Tasman District as it underpins all of the District's road network and transportation planning and investment priorities over the next three years on both the State Highway and local road networks. This document is the 2018 mid-term review of the original 2015 RLTP document. From a statutory perspective, the RLTP meets the requirements of the Land Transport Management Act 2003 and contributes to the overall aim of the Act.

A core requirement of the RLTP is that it must be consistent with the strategic priority and objectives of the Government's Policy Statement on Land Transport and the National Energy Efficiency and Conservation Strategy.

Tasman District includes 333km of State Highways and 1,680 km of local roads through diverse and often challenging topography from the mountains to the sea. There are currently no viable alternatives such as rail, thus the social and economic wellbeing of our people is dependent on an efficient and effective road network. If the Tasman District is to continue to grow and prosper it needs an efficient multi-modal transport system.

This 2018 mid-term review continues to take a "Top of the South" perspective looking at issues, objectives and significant projects in partnership with our neighbours Marlborough District and Nelson City, but also introduces the great work that the South Island Regional Transport Committee Chairs group is doing to facilitate integrated multi-modal freight and visitor journeys, advocate for funding approaches that work for the South Island context and improve South Island transport resilience.

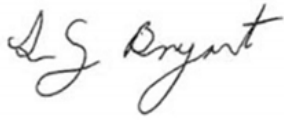
Tasman District Council has significant challenges around debt and affordability and some of the hard decisions we made in 2015 on the local road network to reduce the level of transport funding are proposed to continue through for the next three years of this plan. It is certainly a challenge, however we have the systems and people in place to deliver our core transportation requirements to provide you with a safe and efficient transport system.

In Richmond on Gladstone Road and the Richmond Deviation there is an issue of congestion and this congestion is clearly evident at peak times and extends through Nelson. It is also forecast to increase as our population and businesses activities continue to experience strong growth. Thus there is a real need to increase access during peak periods on the key regional corridor between Three Brothers Corner in Richmond and Queen Elizabeth Drive adjacent to Port Nelson to enable efficient journeys within and through this high growth area.

The recent change of Government has resulted in a change in national land transport priorities. There is a greater focus on public transport, walking and cycling. Government have also signalled that this aligns well with Council's own priorities, but does add a level of uncertainty until such a time as we see the second stage of the Government Policy Statement on Land Transport.

And finally, thanks go to all those who have had input into the development of the RLTP, specifically the community input that has helped refine this plan, our neighbouring Regional Transport Committees of Nelson and Marlborough and the South Island Regional Chairs Group.





Cr Stuart Bryant
Chairman
Tasman Regional Transport Committee



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Part A – Introduction and Purpose

This document sets out the forward works programme, maintenance and operations and other land transport activities that forms part of the funding submission to the New Zealand Transport Agency (the Transport Agency) and the National Land Transport Fund.

The 'Top of the South' councils, being Marlborough District Council, Nelson City Council and Tasman District Council are all unitary authorities. They undertake the functions of both a regional council as well as a territorial authority. Each council is required under the Land Transport Management Act 2003 (the Act) to prepare a Regional Land Transport Plan (RLTP). This is required every six years with a review every three years. The purpose of this document is to provide an integrated approach to land transport planning across the local government boundaries in the Top of the South region.

Each RLTP must include a ten year forward works programme that sets the direction for the transport system as part of the RLTP. It identifies what is needed to contribute to the aim of an effective, efficient, safe and sustainable land transport system for the public interest. This RLTP will help the Top of the South councils meet the objectives of the Act and determine and secure investment for the entire transport system. The RLTP's purpose (once investment in the transport network has been secured) is to benefit the Top of the South communities by providing a resilient and reliable network that will meet our current and future needs.

Sections A to E of this RLTP have been prepared by the Regional Transport Committees (committees) of the three councils together with the Transport Agency. Part F of this document has been developed independently by each of the three independent committees to reflect their individual transport needs. Importantly, this RLTP has been prepared in a manner consistent with the Act (the legislative context of the RLTP can be viewed in Appendix 1). The Act requires every RLTP to include activities relating to State Highways proposed by the Transport Agency.



Tasman Regional Land Transport Plan, Page 1

Part B – Government Policy Statement & the RLTP

B1 Relationships between Land Transport Documents

The Government Policy Statement (GPS) sets out national land transport objectives and the results the Government wishes to achieve from allocation of the National Land Transport Fund (the Fund). Whilst the RLTP must *be consistent* with the GPS, the National Land Transport Programme (NLTP) must *give effect* to the GPS and must *take account* of the RLTP. The relationship between the RLTP, the GPS and the NLTP is shown in **Figure 1**.

The Transport Agency’s ‘Statement of Intent’ gives effect to the Government’s direction for transport. The Transport Agency therefore invests and operates with a ‘whole of system’ approach, with their immediate priority being the development and finalising of the 2018 to 2021 NLTP.

In 2017 the Transport Agency released the ‘Long Term Strategic View’ (LTSV) document. The LTSV identifies long term pressures and priority issues and opportunities and is the link between the Government Policy Statement and investment proposals. The LTSV is informing the Transport Agencies’ investment proposal, but eventually the Agency wants to develop it to take a shared system view.

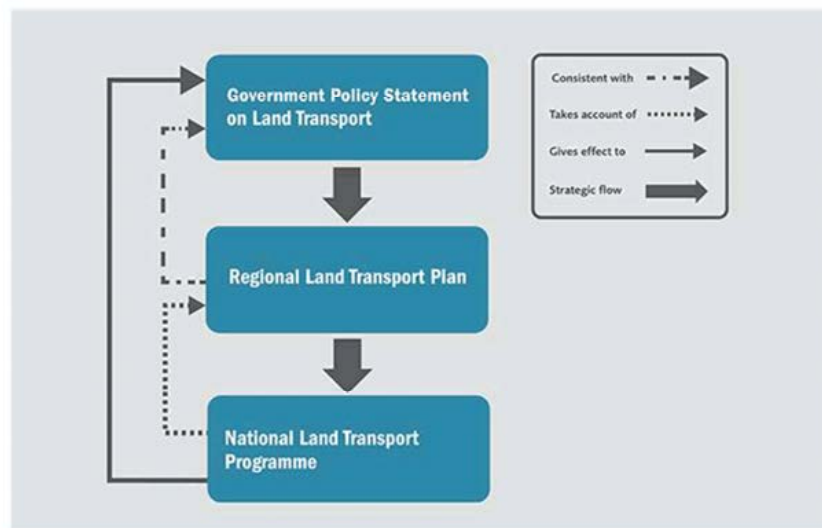


Figure 1 – Statutory Relationship between the RLTP, the NLTP and the GPS.

B2 The Government Policy Statement on Land Transport 2015/16-2024/25

The GPS is the Government’s main document which sets priorities and funding levels for land transport investment.

The Government released an ‘Engagement Draft’ of its GPS (the Draft GPS 2018) in April 2018 which includes:

- national objectives for land transport;
- the results the Government wishes to achieve from allocation of the National Land Transport Fund;
- the Government’s land transport investment strategy in a framework that will guide investment over the next 10 years; and
- the Government’s policy on borrowing for the purpose of managing the NLTP.

The GPS cannot determine which projects will be funded or how much funding any particular project will receive. Rather, the GPS sets ranges of funding which the Government will make available for different types of activities that best meet its objectives. The Transport Agency then determines which projects receive funding and to what level, within those overall funding ranges.

The strategic priorities in the draft 2018 GPS are shown below in **Figure 2** below.



Figure 2 GPS 2018 Strategic Priorities

Draft GPS 2018 transforms the focus of investment for land transport. There are new strategic priorities, and amended objectives and themes that focus on road safety, more



liveable cities, regional economic development, protecting the environment, mode neutrality, and delivering the best possible value for money. Further details on the draft 2018 GPS can be found at:

<http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/>

A second stage GPS is likely to be required in order to fully realise Government direction for transport investment. Inclusion of some things in the Draft 2018 has not been possible given the time constraints. This is because they rely on other work such as a review of rail, development of a new road safety strategy, and any future recommendations and targets produced by the independent Climate Change Commission. The Ministry of Transport hope to release this in 2019. Variation to this RLTP as a result of the second stage GPS could occur and at that time, and during that variation the opportunity could be taken to refine and more closely align this RLTP's objectives and measures to the GPS.



B3 The National Land Transport Programme

The NLTP for 2018 to 2021 contains all of the land transport activities, such as public transport services, road construction, maintenance and policing, that the Transport Agency anticipates funding over the next three years. The NLTP is a planning and investment partnership between the Transport Agency and local authorities which will deliver transport solutions to help communities across New Zealand thrive. The NLTP will be published on 31 August 2018.

The Transport Agency now requires all activities seeking inclusion in the NLTP to be developed in a manner consistent with the principles of the business case approach (BCA). To support this, it is important that plans at national, regional and local levels are also developed in a way that is consistent with the BCA principles. As this RLTP is a key statutory document for the Top of the South this mid-term review has been undertaken using BCA principles. The Investment Logic Map that shows the key problems, benefits and strategic responses is located in the Key Issues section C2.

B4 Regional Land Transport Plan

Section 13 of the Act requires every regional council, through its Regional Transport Committee, to prepare a RLTP every six financial years. The RLTP provides the strategic context and direction for each region's transport network. The first iteration of this document was submitted to the Transport Agency prior to 30 April 2015 following approval by the Council. This mid-term review will be submitted to the Transport Agency by 30 June 2018 once it is approved by the Council.

The Top of the South councils have agreed to work together and provide a coordinated RLTP.

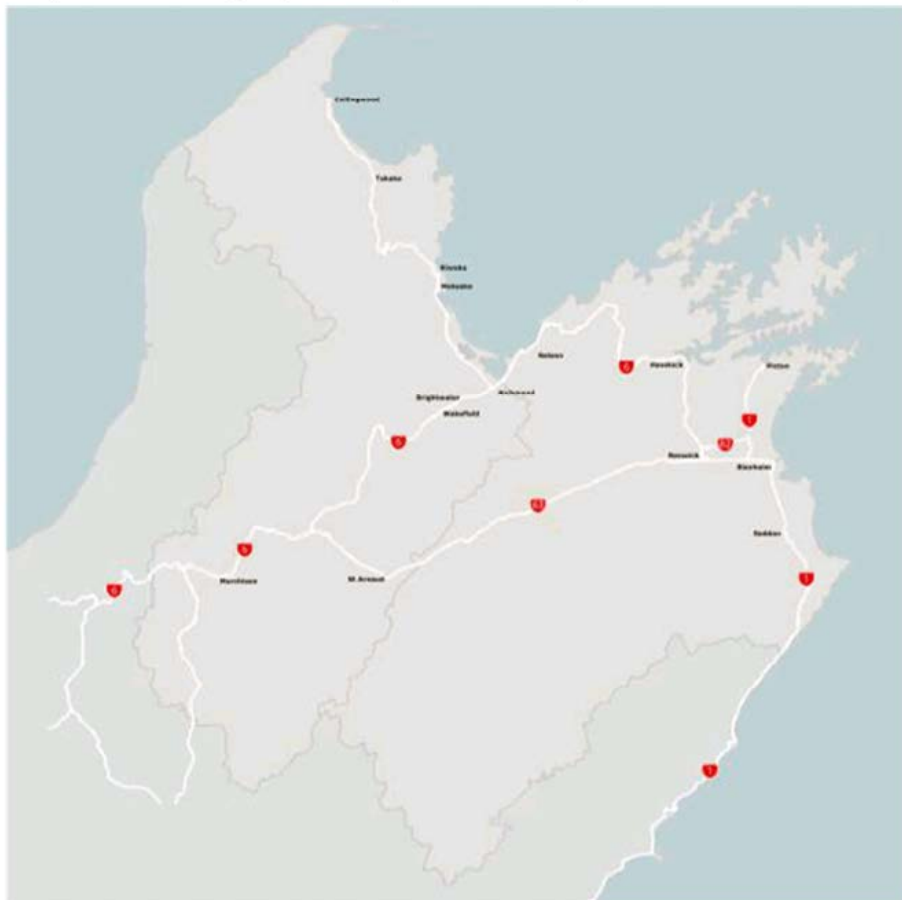
The RLTP 2015 to 2021 is available for the public to view on each council's website and in each council's respective offices and service centres. Once this mid-term review is published on 31 August 2018 it too will be available for the public to view on each council's website and in each council's respective offices and service centres.



Part C – Top of the South Key Issues and Context

C1 Introduction

The Top of the South RLTP includes Marlborough District, Nelson City and Tasman District Councils, the Department of Conservation and their transport investment partner, the Transport Agency, all collectively delivering a land transport system that enables economic growth, accessibility and resilience to all road users. The Top of the South area, and the hierarchy of the State Highway network, are shown in **Map 1**.



Map 1. Top of the South

The area covered by the Top of the South goes from the east coast to the west coast and mainly consists of rural land and national parks. Nelson City, in comparison to Tasman and Marlborough, is predominantly urban. Nelson and Tasman are economically interlinked and dependent on each other. This is reflected in the way the two councils work together to provide a safe and efficient land transport network.



C2 Regional Transport System Problems and Opportunities

In order to provide strategic direction to inform this mid-term review and update the 2015 RLTP, a stronger business case focus has been taken. The key issues and transport objectives from the 2015 RLTP were tested and refined through collaborative workshops and the resulting key problems that face land transport in the Top of the South have been developed. The problems and the benefits of solving the problems and the strategic responses, are shown in the Investment Logic Map below.

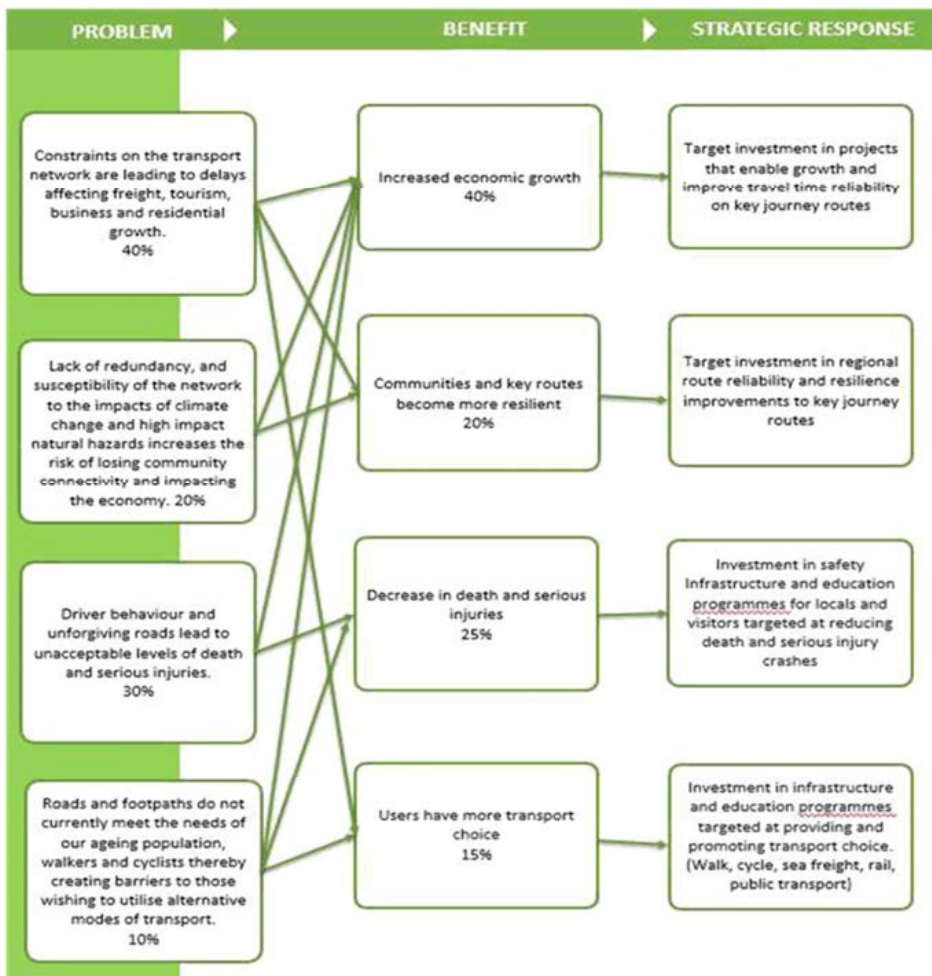


Figure 3 – Investment Logic Map - Top of the South Regional Transport Issues

Evidence to support the problem statements is located in section C4. Monitoring and measurement against the benefits are listed in Tables 3 and 5 and presented in detail in Appendix 3. The strategic responses presented above are mapped to the individual projects in Tables 4 and 6 to show how the individual project responds to the identified key problems.

C3 Regional Context

Marlborough

Marlborough is situated in the north-east corner of the South Island, accessible by ferry, rail, air and road.

As of the March 2013 Census, the resident population was 43,416. The main population of Marlborough is centred in the town of Blenheim (24,183), followed by Picton (4,056), which is 25km north of Blenheim. As the ferry transit point from Wellington and entrance to the Marlborough Sounds, Picton is a tourism gateway.

Port Marlborough, in the Marlborough Sounds, is the main portal for freight and tourists travelling between the North and South Islands.

A fifth of Marlborough District's workforce is employed in the primary sector. Over the last decade the Marlborough District has successfully converted most of the land formerly dedicated to cropping and stone fruit into viticulture so that it is now New Zealand's largest grape growing region, producing 67% of New Zealand's total wine production.

Rail runs north/south through Marlborough generally parallel with SH1 and complements the Top of the South's land transport network. Key freight hubs are located at Port Marlborough (Picton) and Spring Creek with passenger stations at Picton and Blenheim.

Nelson

Nelson City is the smallest region in New Zealand (by land area). It is bounded by Champion Road to the south, the Bryant hill range to the east and Cape Soucis and Tasman Bay to the north. Nelson's resident population at the 2013 Census was 46,437.

The Nelson CBD is the main commercial centre within the Top of the South with just under 8000 employees and is critical to the wellbeing of the regions and their respective economies. Nelson City has the Top of the South's main airport, port, hospital and the Nelson Marlborough Institute of Technology's main campus.

Nelson provides services for the communities of Tasman and Marlborough and has particular strengths in marine construction, aviation and manufacturing and is home to almost one-third of New Zealand's fishing and aquaculture. Like Tasman and Marlborough, Nelson has opportunities to add value to primary products and for smaller-scale enterprises to work together to grow and to export. The information communications technology cluster in Nelson has continued to grow and drive change across all industries

Tourism in the Top of the South is driven by its natural beauty and great climate and supported by premier food and beverage establishments, shopping opportunities and its thriving local arts and crafts scene which see the city and the tourist areas swelling to capacity during the summer months.



Tasman

The Tasman District is located in the north west of the South Island. It covers the area from the boundary of Nelson City in the east, to Murchison and the West Coast in the south, Golden Bay in the north-west and Marlborough to the east.



At the time of the March 2013 census Tasman District had a total resident population of 47,157. The main population of the Tasman District is centred in Richmond which is the largest and fastest growing town in the District with 14,916 residents. Motueka is the next largest town with 7,593 residents in 2013.

The Tasman District is known for the natural beauty of its landscape. Fifty-eight percent of the Tasman District is national park – Nelson Lakes, Kahurangi and Abel Tasman National Parks. There are a range of other forests and reserves in the area, including the Mount Richmond State Forest Park and Rabbit Island. Tasman District covers 14,812 square kilometres of mountains, parks, waterways, territorial sea and includes 812km of coastline.

Like Marlborough the primary sector is the main economic driver for Tasman.

Economic Drivers

Our community regards the Top of the South as one region. Our local government boundaries are not necessarily our economic boundaries. Many economic activities cut across the regional boundaries. The Nelson, Tasman and Marlborough regional economies are interlinked and dependent on each other through horticulture, forestry, seafood, farming, tourism and aviation.

The Top of the South contributes close to three percent of New Zealand's gross domestic product (GDP) and has a high reliance on primary industry with concentrated exposure to natural commodities and international commodity prices. The Tasman and Marlborough districts are highly export focused and rely on factories and manufacturing in both Nelson and Tasman for export. By weight the exports are predominantly distributed via Port Nelson with lesser amounts via Port Marlborough, Nelson Airport and Marlborough Airport.

The unemployment rate for the Nelson/Tasman/Marlborough/West Coast region is the lowest in the country at 2.2% down 0.6% when comparing the September 2017 quarter against the September 2016 quarter.

Port Nelson is the biggest fishing port in Australasia and supplies all the fuel for the Top of the South. Forestry is also important to the port whether it be raw logs or value added timber products. Wine exports have grown significantly in the last five years particularly via the road linkage to Marlborough which supports the new Quay Connect logistics facility at Port Nelson.

The Top of the South's economy is driven by five export based clusters:

- horticulture;
- forestry;
- seafood;
- pastoral farming; and
- tourism.

Three other significant sectors contributing to the regional economy are

- water, air and other (land) transport;



- chemical product manufacturing; and
- professional and technical services.

Annual growth in Nelson-Tasman regional GDP per capita in 2016 was 2.0% compared with the national average of 2.5%. In Marlborough, annual growth was 1.7% in 2016.

Horticulture and viticulture

Over the past 20 years, horticulture exports have grown from \$200 million to \$2.23 billion. It is now New Zealand's sixth largest export industry. Historically, horticulture and viticulture has been one of the Top of the South's key sectors. In 2016, horticulture alone contributed more than 2.4% of the regional GDP in Nelson-Tasman. It provided over 5.3% of the region's employment. In Marlborough, this figure was 2.6% of the regions GDP and 6.1% of the regions employment. New Zealand's largest grape producing region is Tasman-Marlborough. In 2013, there were 158 wineries in Marlborough and 28 in Tasman out of a total 2,005 in New Zealand. The movement of horticultural products and grapes contributes significantly to the economies of Tasman and Marlborough with the produce being predominantly transported around the Top of the South by road.



Neudorf Vineyard, Tasman

The main horticulture clusters include grapes, apples and pears, vegetables and kiwifruit. Regional issues that the horticulture and viticulture industries face include an efficient route to Port Nelson. In 2015, over 239,000 tonnes of fruit were exported from Port Nelson making up 62% of the total tonnage of food exports. Transporting that amount of horticultural products to both pack houses, cool stores and to the Port requires an efficient and reliable road network. Seasonality of the industry is a major factor with peak horticultural freight movements around the Top of the South occurring in autumn. It is especially important at this time of the year that the network is at its most efficient and resilient.

Forestry & Wood Products

In 2015/2016 there was a total of 169,783 hectares of plantation forestry in Nelson, Tasman and Marlborough (10% of New Zealand's forest plantations).



The Top of the South region is home to a mature but innovative forestry and logging cluster that contributed \$64 million to the region's GDP in 2016. In the five years, forestry and logging has steadily increased its GDP contribution by 28%, as a result of increased technology, consolidation and other productivity improvements.

The wood harvested in the Top of the South flows through to local sawmills, a laminated veneer lumber plant, a medium density fibreboard plant and the remainder for log exports. The region is home to one of the world's most innovative wood processing plants, Nelson Pine Industries, based in Richmond, Tasman.



With the introduction of 50 MAX and the High Productivity Motor Vehicle (HPMV) scheme, trucks are allowed to carry heavier weights on selected routes. This has resulted in fewer trips to the ports to carry logs and processed wood products.

Export logs and wood products are transported by road to the closest port. In 2016 671,000 tonnes of logs were exported from Port Nelson and 751,000 tonnes from Port Marlborough. The forestry industry is heavily reliant on the road network and the need for a network across the Top of the South that is resilient, reliable and efficient.

Seafood

Seafood is a significant contributor to the New Zealand economy. China, Australia and the USA remain the top three countries to which New Zealand seafood is exported. The Top of the South's contribution to the seafood industry is significant. The seafood cluster includes commercial offshore fishing and aquaculture and processing and supporting sectors such as marine engineering, boat building and seafood scientific research.



Port Nelson is Australasia's largest deep fishing port and the region is New Zealand's leading location for seafood activity, with approximately 25% of the national seafood industry employment. Sealord and Talley's Group Ltd are both based in the region. Sealord is based at Port Nelson while Talley's Group is based at Port Motueka, Tasman. Talley's 4,500 tonne cold-store facility is based at Port Nelson. Nelson is home to the Cawthron Institute and the Cawthron Aquaculture Park, a world-class research institute and New Zealand's largest mussel and oyster hatchery.

In 2016, the Nelson-Tasman region had 339 fishing associated businesses and 21 seafood processing business units. Mussel farming is an increasing business opportunity for the region that will provide employment, capital investment and increased regional GDP. In 2016 Marlborough produced 50% of the total NZ greenshell mussels with the Nelson Tasman region producing 9%.

Salmon farming is becoming increasingly significant for Marlborough as farms are predominantly located in the Marlborough Sounds. New Zealand King Salmon produces 50% of New Zealand's salmon. New Zealand and Canada are the only locations where king salmon are farmed in the world and as a result New Zealand King Salmon produces 50% of the world's farmed king salmon. There are four purpose-built processing facilities in Nelson.



Pastoral Farming

The pastoral farming cluster includes sheep, beef, dairy, pig, deer and associated industries such as processing, manufacturing and services, including wool harvesting, road transport, farm equipment sales and servicing.



In 2012 44% of farming GDP for the Top of the South came from dairy production. The flow-on effect to processing and manufacturing of dairy products on the region’s road network is significant. The majority of milk produced on farms in Tasman is processed at Fonterra’s milk powder plants in Takaka and Brightwater and then exported via Port Nelson.

Alliance Group (meat producer and export co-operative) has a meat plant in Nelson that takes sheep from the Top of the South as well as Amberley in Canterbury to the south, and from the North Island when required.

Tourism

Tourism activities in the Top of the South are diverse, with a summer peak of tourists that are typically ‘self-drive’.



Tasman provides access to three National Parks and Marlborough is home of the Sounds with Picton acting as a gateway to the South Island for travellers arriving (or departing) by ferry. St Arnaud and the Rainbow ski field are on the boundary between Tasman and Marlborough.



The region is fast becoming known for its cycleways and mountain biking. Nelson’s Coppermine Trail, Tasman’s Great Taste Trail, the Heaphy Track, Queen Charlotte Track, and the planned Coastal Pacific Trail between Kaikoura and Picton enhance the Top of the South’s reputation as a premier cycling destination.

The Top of the South is a destination for both domestic and international tourism. Whilst domestic tourist numbers have always been high especially in the ‘summer holiday’ period, international tourist numbers have grown considerably in the last few years.

Aviation

The Top of the South is home to Air Nelson, Helicopter New Zealand, the Regional Maintenance Facility at Nelson Airport and the Global Defence facility at Marlborough Airport. Aviation makes a



considerable contribution to the Top of the South’s economy with Nelson Airport being the fourth busiest airport in New Zealand and the busiest regional airport in the country in terms of scheduled flights. In the 2016/17 year Nelson Airport experienced significant



growth and record passenger numbers were up 16% on the 2015/16 year attaining the milestone of one million passengers through the terminal.

The aviation industry supports the export based economic drivers as well as tourism. Both airports are served by State Highway 6 and the adjoining local road network which are both identified as key journey routes.

C4 Key Journey Routes

Throughout the Top of the South there are a number of key journey routes as listed below and shown on **map 1** in section C1:

SH1 Picton to Christchurch

- One Network Road Classification (ONRC) National route providing critical connections to port for both freight and tourists. The route is currently closed in some southern sections due to extensive damage from the 2016 Kaikoura seismic events.
- The route is winding with gradients vulnerable to natural events and has sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 4-star target for a National highway.

SH6/62/1 Nelson to Picton

- ONRC Regional route is winding with gradients, vulnerable to natural events with sections of high crash risk KiwiRAP 2-Star sections, below the KiwiRAP 3-Star target for a regional highway.

SH6 Nelson to Richmond

- ONRC Regional Urban route providing access between the growth centres of Nelson, Richmond and Port Nelson and Nelson airport. The key issues along the route include peak period congestion and poor multi-modal accessibility.

Waimea Road

- ONRC Regional Urban route providing access between the growth centres of Nelson and Richmond. The key issues along the route include peak period congestion and poor multi-modal accessibility.
- Lifeline route to Nelson Hospital.

SH6 Richmond to Canterbury/West Coast

- ONRC Arterial route winding with gradients, vulnerable to natural events with multiple sections of high crash risk KiwiRAP 2-Star sections.
- The only route connecting Nelson/Tasman to the West Coast, subject to resilience issues due to lack of alternate routes.
- SH6, until its intersection with SH65, is currently acting as the primary corridor south due to extensive damage on SH1 from recent seismic events.

SH60 Richmond to Golden Bay

- Classified as an ONRC Regional route to Motueka and a primary collector to Golden Bay. SH60 provides the only route to and from Golden Bay, the route is winding with gradients, vulnerable to natural events and predominately rated as a high crash risk KiwiRAP 2-star highway.

SH63 Blenheim to West Coast



- ONRC Secondary Collector route, winding and follows the river valley. SH 63 provides a detour route for SH1 and is currently catering for significant additional traffic following the 2016 Kaikoura event.
- Tourist connection to the West Coast, high number of drivers unfamiliar with the route.

C5 Problem Statement Evidence

This section details key pieces of evidence supporting the four problem statements introduced in the investment logic map in section C2.

Evidence in support of the problem statement '**Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.**' is summarised below.

The total population of the Top of the South is 137,010 (2013) with Nelson/Richmond being the largest urban and commercial centre. Regional population growth has been moderate over the last decade (2007 to 2016), increasing by approximately 1% per annum and in the longer term, the region's population is expected to slow to 0.4% growth per annum to 2043. The exception is Nelson/Richmond, which is currently forecast to increase by 15% by 2043 (an additional 9,500 people) and this combined with strong tourism business and industry growth is putting the transport network in Nelson and Richmond under pressure.



Constraints on the urban roading network in Nelson and Richmond result in it operating at or near capacity causing peak hour delays at selected locations. These peak delays are likely to increase as travel demand increases (with population and freight forecasts) and demand for private vehicle use continues. To date, there has been limited coordination between growth and infrastructure planning exacerbating the constraint issue.

A Transport Agency definition of congestion under their investment assessment framework based on the 2015 GPS is "where the volume-to-capacity ratio exceeds 80% for five days per week over at least a one hour time period that affects at least 1.5 km of a route". Bluetooth travel time data presented in the Nelson Southern Link Strategic and Programme Business Case provides evidence for congestion ranging from 83% to 95%, confirming current traffic congestion in the peak hours on Nelson's two ONRC Regional routes between Queen Elizabeth Drive and Annesbrook.

In Richmond a recent study on SH6 found that new and intensified commercial development along Gladstone Road and its side streets is resulting in increased traffic generation and congestion at afternoon peak periods. Severe southbound afternoon peak congestion is occurring at the western end of Whakatu Drive, which is throttling back traffic through Richmond and preventing further congestion between McGlashen Avenue and Oxford Street in Richmond.

Increased transport capacity in the high growth areas of Nelson and Richmond will be needed to meet the projected demand. The National Policy Statement on Urban Development Capacity requires an additional 4542 residents in the short to medium term and the transport system that is already constrained will need to respond to this demand.



Evidence in support of the problem statement '**Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy**' is summarised below.

The Top of the South has experienced significant adverse natural hazard events recently. The earthquakes at Seddon in 2013, St Arnaud in 2015 and Kaikoura in 2016 have been a reminder that the Top of the South is vulnerable to major seismic events. The 2016 Kaikoura event had disrupted in excess of a million trips by the end of 2017. At the time of preparing this plan there is a detour in place for all State Highway 1 traffic via SH62, 63, 6, 65, and 7 to re-join State Highway 1 at Waipara for all north and southbound trips between Canterbury and the Top of the South. The close proximity to the Flaxmore and Alpine fault systems presents considerable risk to the transport network especially in the areas of reclaimed coastal margin and the steep hillsides. The transport assets most at risk are the bridge and retaining wall stock.

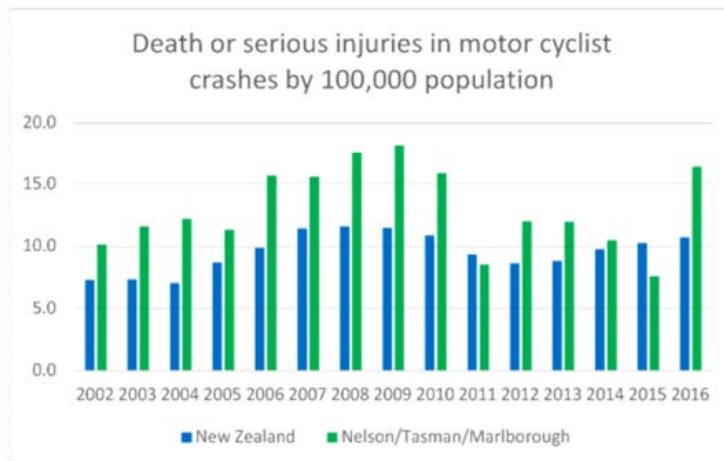
Tasman, Nelson and Marlborough also regularly suffer from storm events which disrupt the land transport network and affect the movement of people and goods around the region. When combined with climate change and the resulting sea level rise, the storm events are likely to become more frequent and more damaging over time. Because of the typically steep topography and soils that become unstable during extreme rainfall events the transport network is highly susceptible to slips. There has also been an increasing occurrence of erosion in the coastal margin areas that will increase with increasing sea level rise and northerly storm intensity.

Evidence in support of the problem statement '**Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries**' is summarised below.

The Government's Safer Journeys 2010 – 2020 strategy highlights a safe road system that becomes increasingly free of death and serious injury. The strategy introduced the Safe System approach to New Zealand. This approach recognises that people make mistakes and are vulnerable in a crash. It aims to reduce the price paid for a mistake so crashes don't result in loss of life or limb. Mistakes are inevitable – death and injuries from road crashes are not.

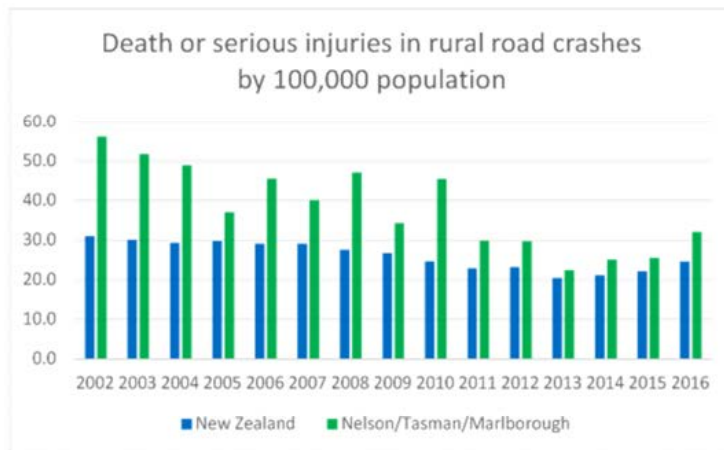


Since 2002, the Top of the South has had a higher serious injury or death rate caused by a motorcycle crashes than the rest of New Zealand as shown in Graph 1. Although, the data for this issue is displaying a downward trend the numbers of death and serious injuries are still higher than the national average.



Graph 1. Death or serious injuries in motor cycle crashes.

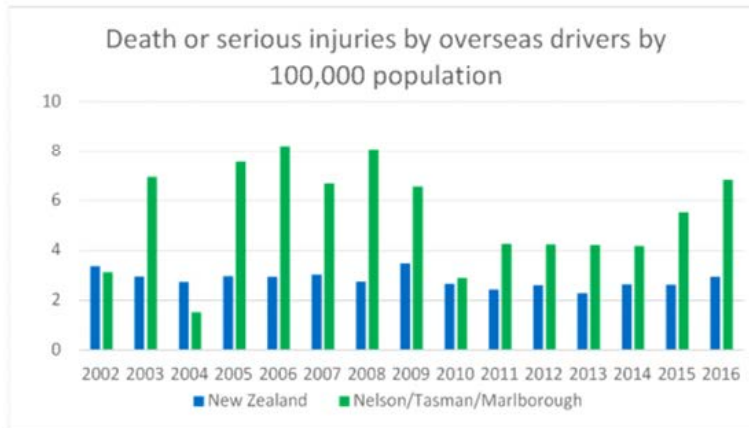
Another key area of road safety concern for the Top of the South is our crash statistic for rural roads as shown in Graph 2, where we are also above the national average.



Graph 2. Death or serious injury in rural road crashes.

A contributor to these rural road crashes is tourists, as shown in Graph 3, due to their unfamiliarity with rural New Zealand road conditions especially to the remote tourist destinations, such as the Kahurangi National Park, Tataranui and the Marlborough Sounds.





Graph 3. Death or serious injurie crashes by overseas drivers.

Evidence in support of the problem statement **'Roads and footpaths do not currently meet the needs of our ageing population, walkers and cyclists thereby creating barriers to those wishing to utilise alternative modes of transport'** is summarised below.

Demographically, the Top of the South has an ageing population. Projections by Statistics New Zealand (2013) reported that the population of the combined Marlborough-Nelson-Tasman region is projected to grow (under the medium variant assumptions), from approximately 142,200 in 2013 to 156,600 by 2043 (10 per cent). However, the growth will be most uneven by age, with declines projected in the 0-14, 15-39, and 40-64 years age groups, while the number of people aged 65 years and above will double in the next thirty years, both numerically and as a percentage of the population (from 18 per cent in 2013 to 35 per cent in 2043).

Whilst private vehicles remain the most popular choice for journeys to work across the main urban centres, in the 2013 census the Nelson/Richmond urban centre recorded the highest number of commuter cyclists (journeys to work) of any centre in New Zealand (18%). The cycle networks across the Top of the South in the urban areas does not provide a connected network which is a barrier to less confident users. This is reflected in the annual customer surveys of both Nelson and Tasman that feature high levels of dis-satisfaction in the urban cycle networks.

The transport system will need to respond to the changing demographic, e.g. road environments that accommodate increasing reaction times, safe pedestrian facilities including for mobility scooters and convenient public transport and total mobility services.

C6 Inter-Regional Issues

The South Island Regional Transport Committee Chairs Group recognises that freight and visitor journeys and concerns about resilience, do not stop at district or regional boundaries. In light of this, the Group has committed to working collaboratively to advance planning across the South Island in these key areas. It is likely that there will be some projects that will be progressed over the next three year period (2018-2021). These projects are currently being scoped to better understand issues and gather information, and it is intended that they will be included in one or more RLTPs at a later stage.

Part D – Agreed Top of the South Objectives

D1 Top of the South significant activities to be funded from sources other than the National Land Transport Fund

The Opawa River bridge replacement in Marlborough and the Nelson Southern Link Investigation project in Nelson were funded through the Government's Accelerated Regional Rooding Package in the 2015-2018 period. The Accelerated Regional Rooding Package will be used to complete construction of the Opawa River Bridge through 2018/19. For the Southern Link Investigation project, it is not clear if the Provincial Growth Fund or the NLTF will be used to progress the next stage, the detailed business case, thus it is included both in **Table 2** below and **Table 4** for activities funded from the NLTF.

Table 2 – Significant activities not funded by the NLTF

Duration	Activity	Organisation Responsible	Region
2015-18	SH1 Opawa River bridge replacement	NZTA	Marlborough
2015-21	Nelson Southern Link Investigation project	NZTA	Nelson
2018-2028	Coastal Pacific Trail	Trust, Ministry of Business Innovation and Employment and NZTA	Marlborough

D2 Objectives, Policies and Measures

This RLTP sets out the Top of the South region's land transport objectives, policies and measures of success to 2025 that are consistent with the Draft 2018 GPS. The Draft 2018 GPS objectives, along with the agreed regional objectives, policies and measures of success are presented in **Table 3**. The recently developed investment logic map is linked by informing the Policy/Direction/Strategic Response as shown in column 3 of the table.



Table 3 – Draft GPS objectives and the agreed Top of the South objectives, policies and measures of success

Draft 2018 GPS Key Strategic Priorities and Objectives*	Regional Objectives	Policy/Direction/Strategic Response	Measures of success for our communities ¹
Access - A land transport system that provides increased access for economic and social opportunities	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Target investment in projects that improve travel time reliability on key journey routes	Travel time variance and travel time between SH 6/60 and Port Nelson Travel time variance on SH1 between Picton and the Marlborough boundary do not increase Reduction in the distance per capita travelled in single occupancy vehicles on urban key journey routes Routes available to HPMV increase over time
Access - A land transport system that is resilient	3) Communities have access to a resilient transport system	Target investment in regional route reliability and resilience improvements	Reduction in the number of hours that sections of the key journey routes are closed due to unplanned disruptions
Safety - A land transport system that is a Safe System, free of death and serious injury	4) Communities have access to a safe transport system ²	Investment in safety infrastructure and education programmes for locals and visitors targeted at reducing death and serious injury crashes	Reducing trend in deaths and serious injuries on the Top of the South transport network
Access - A land transport system that enables transport choice and access	5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs ³	Investment in infrastructure and education programmes targeted at providing and promoting transport choice (walk, cycle, bus, ride share, rail, sea freight)	Increase in trips travelled by walking, cycling, and public transport

*The two supporting Draft 2018 GPS strategic priorities of value for money and environment map to all regional objectives.

¹ Details of indicators to measure the success of these objectives can be found in Appendix 3.

² New regional objective developed during the mid-term review to reflect upward trend in crashes

³ New regional objective developed during the mid-term review to reflect demand for transport choice

Part E – Top of the South Significant Activities

Regional Transport Committees are required to prioritise all 'significant' activities included in the RLTP over the first six financial years. A significant activity is a project over \$5 million. Projects that are under \$5 million but are considered by the Regional Transport Committees to be regionally or inter-regionally significant may also be included. These projects have been agreed to be important for meeting economic growth for the Top of the South.

The agreed priorities for the Top of the South significant activities are presented in **Table 4**. Further detail has been provided on each of these significant projects in **Appendix 5**. The issues for the Top of the South have been identified by the appropriate council and what the benefits would be if the project was completed (subject to funding).

The benefits for the Top of the South in seeking investment in these projects would be considerable. The Top of the South vision is of an efficient and resilient network that is able to bounce back from unplanned events. This would lead on to travel times not being disrupted for too long. Other benefits include an efficient route to take primary products to the ports. This in turn allows for economic growth in a region that is already experiencing growth in both primary produce and tourism. Investment in the network would also allow for future demand to be met socially and environmentally as well as economically. This would provide the Top of the South with a sustainable land transport system that is safer.

An indicative ranking of each of the individual projects has been done based on the Transport Agencies Investment Assessment Framework as summarised in **Appendix 4**. This ranking is provisional until the Transport Agency gets clear investment signals from central government following the finalisation of the GPS.

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Table 4 – Agreed Top of the South Significant Activities

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share	
A	SH1 Weld Pass realignment	NZTA Marlborough	2) Supporting economic growth through providing better access across the Top of the South's key journey routes 3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system	Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measures - Road Safety, Resilience, Travel time reliability	6	Indicative Business Case											
						Detailed Business Case											
						Pre-Implementation	\$1,743,687						\$1,743,687	\$3,777,989	\$3,777,989		
						Property	\$2,034,302					\$2,034,302					
						Imp/ Construction											
B	Nelson Southern Link ⁴	NZTA Nelson	1)A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4)Communities have access to a resilient transport system	Problem Statement 1 Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. Measure - Travel time reliability	7	Indicative Business Case											
						Detailed Business Case	\$1,974,000	\$1,026,000					\$3,000,000				
						Pre-Implementation			\$544,190				\$544,190	\$3,544,190	\$3,544,190		
						Property											
						Imp/ Construction											
B	SH 6 Rocks Road Offroad Shared Pathway	NZTA Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Problem Statement 4 Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport Measure - Safety, Mobility	6	Indicative Business Case											
						Detailed Business Case											
						Pre-Implementation	\$382,591	\$548,686	\$996,904					\$1,928,181	\$1,928,181		
						Property											
						Imp/ Construction											
A	SH 60 Motueka Investigation	NZTA Tasman	1) A sustainable transport system that is integrated	Problem Statement 3 Driver behaviour and unforgiving	4	Indicative Business Case								\$6,025,500	\$6,025,500		

⁴ The Transport Agency has recently completed the Programme Business Case. They will now be progressing with the Detailed Business Case and consequently the total cost of the option for any Southern Link route or Rocks Road Walking and Cycling project has not been finalised.

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share	
			with well planned development, enabling the efficient movement of people and goods 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	roads lead to unacceptable levels of death and serious injuries. Problem Statement 4 Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport Measure - Road Safety		Detailed Business Case											
						Pre-Implementation	\$515,000							\$515,000			
						Property	\$206,000							\$206,000			
						Imp/ Construction		\$5,304,500						\$5,304,500			
A	Nelson and Richmond Urban Optimisation (NOF)	NZTA/ Nelson/ Tasman	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Problem Statement 1 Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. Problem Statement 4 Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport Measure - Travel time reliability	5	Indicative Business Case											
						Detailed Business Case	\$185,658	\$371,315									
						Pre-Implementation			\$1,092,727					\$1,092,727			
						Property									\$2,879,573	\$2,879,573	
						Imp/ Construction						\$1,229,874		\$1,229,874			
A	SH6 Blenheim to Nelson Safer Corridor	NZTA Marlborough/ Nelson	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system	Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measures Road Safety, Resilience	1	Indicative Business Case											
						Detailed Business Case											
						Pre-Implementation	\$1,026,000							\$1,026,000	\$24,624,000	\$24,624,000	
						Property											
						Imp/ Construction	\$3,078,000	\$10,260,000	\$10,260,000					\$23,598,000			
B	SH60 Motueka to Collingwood Safer Corridor	NZTA Tasman	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measures Road Safety	5	Indicative Business Case											
						Detailed Business Case				\$373,820				\$373,820			
						Pre-Implementation				\$363,519	\$372,970			\$755,132	\$14,093,018	\$14,093,018	
						Property											
						Imp/ Construction				\$12,964,066				\$12,964,066			

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share	
B	Saxton Growth Area Transport Project	NCC Nelson	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 3) Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	Problem Statement 1 Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Measure - Travel time reliability	6	Indicative Business Case											
						Detailed Business Case	150,000	150,000	150,000	600,000			\$1,050,000				
						Pre-Implementation				570,000	600,000			\$1,17,000	\$12,117,000	\$6,179,670	
						Property					570,000			\$570,000			
						Imp/ Construction						4,420,000	4,420,000	\$8,840,000			
B	SH 1 Picton Port Access Improvements	NZTA Marlborough	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes 4) Communities have access to a safe transport system	Problem Statement 1 Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth. Problem Statement 2 Lack of redundancy, and susceptibility of the network to the impacts of climate change and high impact natural hazards increases the risk of losing community connectivity and impacting the economy. Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure - Safety, Resilience, Travel time reliability	6	Indicative Business Case											
						Detailed Business Case	\$515,000						\$515,000				
						Pre-Implementation		\$530,450					\$530,450	\$3,230,904	\$3,230,904		
						Property											
						Imp/ Construction			\$2,185,454			\$2,185,454					
C	SH1 Koromiko Valley Pathway (Picton to Spring Creek)	NZTA Marlborough	1) A sustainable transport system that is integrated with well planned development, enabling the efficient movement of people and goods 2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Problem Statement 4 Roads and footpaths inadequately support our ageing population and increasing active travel demands creating barriers to utilise alternative modes of transport Measure - Safety, Mobility	5	Indicative Business Case											
						Detailed Business Case											
						Pre-Implementation								\$52,585,029	\$52,585,029		
						Property											
						Imp/ Construction					\$52,585,029						
A	Active Road user Corridor Programme - Nelson Safer Corridor	NZTA Nelson	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure - Safety	1	Indicative Business Case											
						Detailed Business Case	\$368,270						\$368,270				
						Pre-Implementation	\$736,541						\$736,541	\$13,876,428	\$13,876,428		
						Property											

Indicative Ranking	Activity Description	Organisation Responsible and Region	Contributes to Regional Objectives	Linkage to Problem Statement and Performance Monitoring Measure	Draft National Priority	Phase	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	Summary Total	Total Cost	NLTF Share
						Imp/ Construction			\$12,771,617					\$12,771,617		
B	SH1 Blenheim to Seddon Safe Systems Enhancements	NZTA Marlborough	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure – Safety	6	Indicative Business Case										
						Detailed Business Case	\$672,494							\$672,494		
						Pre-Implementation	\$659,653	\$681,548						\$1,341,201	25,335,778	25,335,778
						Property										
						Imp/ Construction			\$23,322,083					\$23,322,083		
C	SH1 Blenheim to Kaikoura Safe Systems Enhancements	NZTA Marlborough	4) Communities have access to a safe transport system	Problem Statement 3 Driver behaviour and unforgiving roads lead to unacceptable levels of death and serious injuries. Measure – Safety	6	Indicative Business Case										
						Detailed Business Case				\$254,877				\$254,877		
						Pre-Implementation				\$254,298	\$260,565			\$514,863	\$9,608,877	\$9,608,877
						Property										
						Imp/ Construction						\$8,839,137		\$8,839,137		

Highlighted activities indicate projects or activities within Tasman District
 The old SH60 Richmond to Upper Takaka has been split into 3 separate activities, 2 listed as significant, 1 has been shifted to works within Tasman

Part F – Tasman District Council’s Regional Land Transport Plan

Introduction

This section presents the key issues facing Tasman District from a transport perspective. The regionally specific transport objectives, policies and measures are identified, as well as those activities proposed by the Tasman District Council, Department of Conservation and the Transport Agency, which do not meet the definition of being ‘significant’.

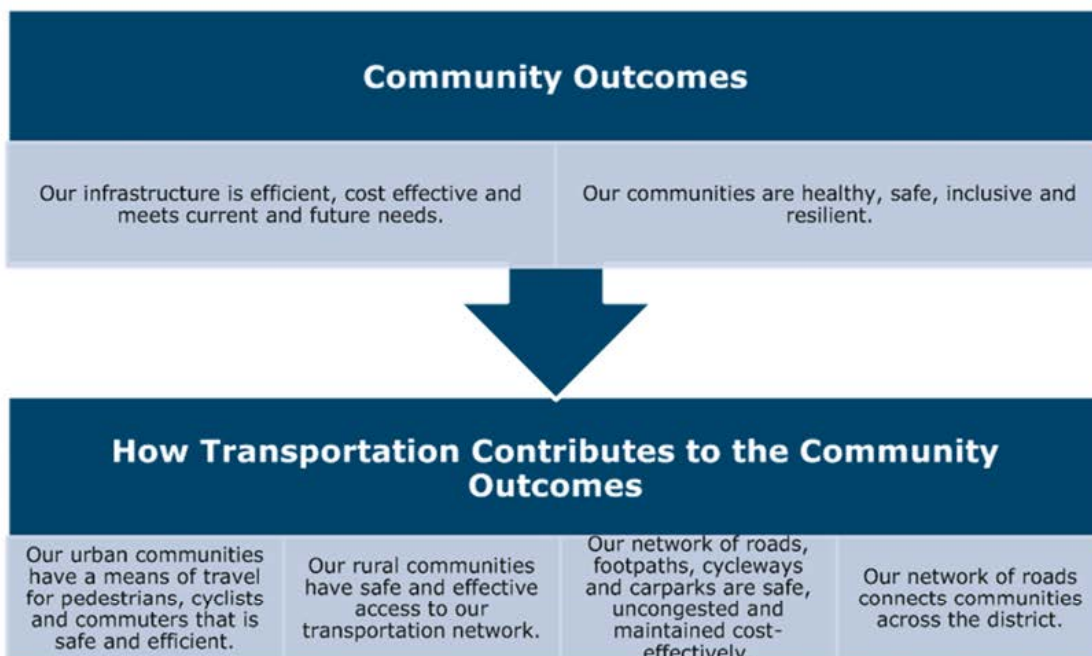
Tasman District Council is responsible for the management of a transportation network that comprises approximately 1,700km of roads (944km sealed and 757km unsealed) and 475 bridges. The Transport Agency state highway network within Tasman District comprises 333km.

Tasman District Council is also responsible for other transport related services, for example road safety, cycleways and public transport services such as Total Mobility.

Tasman District Council aims to provide a high quality transportation network, that enables safe and efficient movement of people and goods which improves the economic and social wellbeing of the district. The provision of transport services, roads, footpaths, cycleways and public transport is considered a core function of the Council and the Transport Agency as it provides many public benefits.

The transportation, roads, footpaths, cycleways and public transport cluster of activities contribute to the Tasman District Council’s Community Outcomes as set out in **Table 5**.

Figure 3 – Community Outcomes and Transportation



Tasman District Council’s goal is to move towards managing all of its transportation responsibilities in a more sustainable and integrated way.



Key Issues for Tasman District

a) Reducing debt

Addressing the Council's debt was a focus of the 2015 RLTP. The Tasman local road transportation forward work programme provided a total reduction of \$57m in the first ten years from what was planned in the 2012 RLTP. This mid-term review maintains the debt levels with modest changes in the total expenditure on the local road network to that envisaged in the 2015 plan. The 2015 changes provided a reduction in expenditure which addressed debt issues while trying to ensure the asset is maintained at an appropriate level. There remains a level of long term risk which will have to be managed.

b) Cycling demand

The combination of population growth in our urban areas, greater sustainability awareness, cycling as a tourism attractor, health benefits from increased physical activity and congestion relief from the transfer from single occupant cars to a single cycle has resulted in a strong community desire to increase the number of trips taken by people on bikes. The Communitrak residents survey in 2017 found 32% wanted the Council to place greater emphasis on improving walking and cycling infrastructure.

In the urban areas of Richmond and Motueka there are a number of cycling facilities but in general they do not currently form a cohesive network for less confident people on bikes to go about their every-day trips.

c) Richmond growth

Richmond is experiencing considerable growth with the population expected to grow from 14,630 in 2018 to 16,160 in 2028. There is a current trend for decreasing household size from 2.6 to 2.5 persons per household. It is predicted that 910 new dwellings will be built in the next ten years. This is likely to impact on the local network especially along State Highway 6 through Richmond and the local roads in Richmond South and Richmond West where land is currently being released for development. The population increased in Richmond by 651 people between the 2006 and 2013 NZ census.



SH6 Gladstone Road, Richmond

d) Richmond's internal ring road and traffic flows

The internal ring road around Richmond's town centre is starting to show signs of inefficiency. There is poor visual guidance for parking areas from the ring road. Oxford Street has been identified as being too narrow for its ring route through function



combined with its essential turning access function to adjacent businesses, carparks, primary school, Montessori School and Richmond Fire Station.

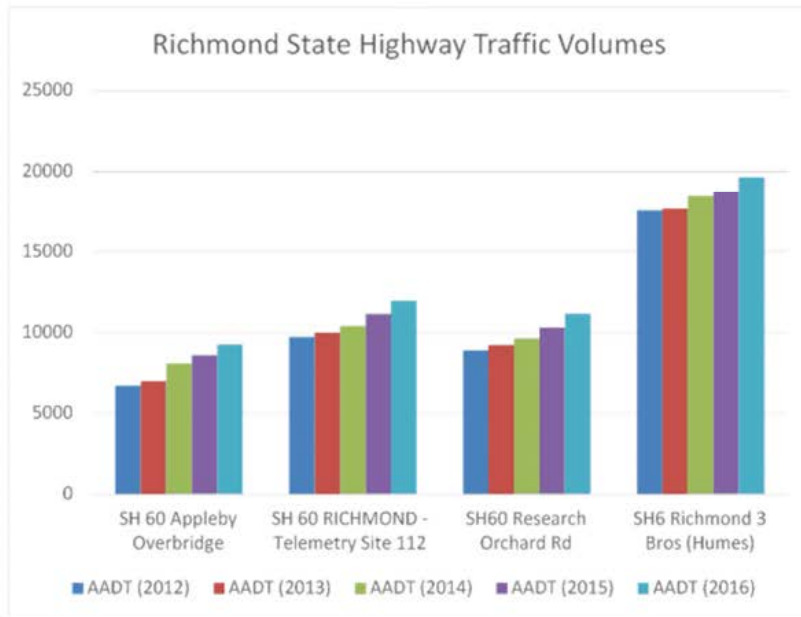


Oxford Street, Richmond

Graphs 3 and 4 below shows the steady increase in traffic flows on roads in and near Richmond. It can be seen that all of the roads are showing quite significant traffic growth.



Graph 3. Traffic volumes on local Richmond roads



Graph 4. Richmond State Highway traffic volumes

e) Motueka High Street

Following the Motueka Transportation Study in 2010 and the recently completed SH60 Motueka Strategic Business Case⁵, a number of projects were identified. Some of these projects still need to be assessed. Congestion on High Street is made worse by the location of three zebra pedestrian crossings and the lack of dedicated turning facilities for a number of intersections along the road. In off peak times of the year, approximately 13,000 vehicles per day travel on SH60 High Street, Motueka. This volume increases significantly during the summer peak period with an additional 4,250 cars per day.



f) Public Transport

There is public demand for improved public transport services as our communities grow in size. Currently a public transport service managed by Nelson City Council and part funded by Tasman District Council between Richmond and Nelson is the only NLTF funded service in the district. The NBus Nelson-Richmond route has been operating since 2012 and is highly successful when compared nationally, providing transport choice and



⁵ <https://www.nzta.govt.nz/assets/projects/tasman-transport-planning-investigation/SH60-Motueka-Strategic-Case.pdf>



mobility for those who need access to transport. It enables our network to have greater capacity, efficiency and accessibility. With further growth occurring in the Richmond area, coupled with the increased District wide public demand for public transport the extension or addition of another NBus route is important to manage the network and needs of the community.

As our population ages the ongoing provision of the Total Mobility service will be increasingly important. Total Mobility is a door-to-door passenger transport scheme that people with disabilities can use. Total Mobility passengers use discount vouchers and travel in regular taxis or taxis modified for wheelchair access. The aim of the scheme is to increase the mobility of those with disabilities in the Nelson Tasman region. The scheme is administered by Nelson City Council with funding from the Transport Agency, Nelson City Council and Tasman District Council. , who also contribute to the funding along with the Transport Agency.

g) Adverse weather events

In recent years the frequency and severity of damaging storm events has increased in the Tasman District. This has resulted in actual emergency reinstatement costs on the transport network of approximately \$2.7m per year on average over the five years (2010-2015). While it is difficult to predict whether the recent weather patterns will continue or not, there is a need for prudence when developing the transportation budgets. Over the three years (2012-2015)



Graham Valley Road (a main access point to the Kahurangi National Park) has suffered from numerous significant slips, originally caused by an earthquake. Adverse weather events have made the situation worse. The road has remained closed for months at a time and it has become uneconomical to keep making repairs.

Objectives, Policies and Measures

Part E sets out the four key objectives, policies and measures of success to 2025 for the Top of the South. This section adds to those key objectives, policies and measures of success with ones that are important to the Tasman District.

Table 5 in this section shows the objectives for Tasman and its alignment with the objectives from the Draft 2018 GPS. Details of the indicators to measure the success of meeting these objectives can be found in **Appendix 3**.

Table 5 - Draft GPS objectives and the Tasman District Council objectives

Draft 2018 GPS Key Strategic Priorities and Objectives*	Tasman's Objectives
Access - A land transport system that provides increased access for economic and social opportunities	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access to Nelson-Richmond and the two regional ports
Access - A land transport system that provides appropriate transport choices	3) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs 4) Enable access to social and economic opportunities by investing in public transport
Access - A land transport system that is resilient	5) Communities have access to a resilient and reliable transport system
Safety - A land transport system that is a Safe System, free of death and serious injury	6) Deaths and serious injuries on the region's transport system are reduced

* The two supporting Draft 2018 GPS strategic priorities of value for money and environment map to all Tasman's objectives.

Tasman's objectives are followed up by having a set of policies and measures that can be directly linked to the Draft GPS 2018 and Connecting Tasman (the Regional Land Transport Strategy developed in 2010). The Tasman Regional Transport Committee has assessed this RLTP and is satisfied that it contributes to achieving an affordable, integrated, safe, responsive and sustainable land transport system and contributes to each policy in **Table 7**.

Figure 4 – Tasman's Policies and Contributing Activities



Roads and Traffic Policy 1

Ensure the integrated, efficient, timely and safe maintenance and enhancement of the District's road network to meet the needs of the regional community and economic growth and development in line with this overall strategy.

- It is important that the road network is safe, reliable and efficient at transporting people and goods throughout the region for the needs of the local communities as well as the economic vitality, growth and development of the region.

Roads and Traffic Policy 2

Ensure the integrated, efficient and safe provision for freight activity in support of regional economic growth and development while minimising adverse impacts on the regional community.

- The strategic road network, both in Tasman and neighbouring regions, is a key element of the freight system, although some local roads can take on temporary or long term roles in supporting freight movements, such as during logging operations in a particular forest block over a set period. Freight activity can have adverse impacts on communities and the environment, such as safety issues, increased road maintenance, air quality and noise nuisance.

Roads and Traffic Policy 3

Reduce the number and severity of road crashes in the Tasman District

- The priority is for activities that will reduce fatalities and casualties arising from road crashes. It aims to increase the use of walking and cycling, addressing road safety concerns. The safety of motorcyclists is also crucial due to the increase in popularity of this mode and the vulnerability of the rider in a crash.

Roads and Traffic Policy 4

Support activities that will improve population health and ensure monitoring of environmental impacts of land transport and compliance with national and regional standards

- This strategy aims to protect and promote population health by supporting transport related public health initiatives in the region. Activities such as encouraging the use of a wider range of modes, demand management tools and supportive land use policies all work to enhance positive and reduce negative health impacts. For example, encouraging walking and cycling can increase individual levels of physical activity.

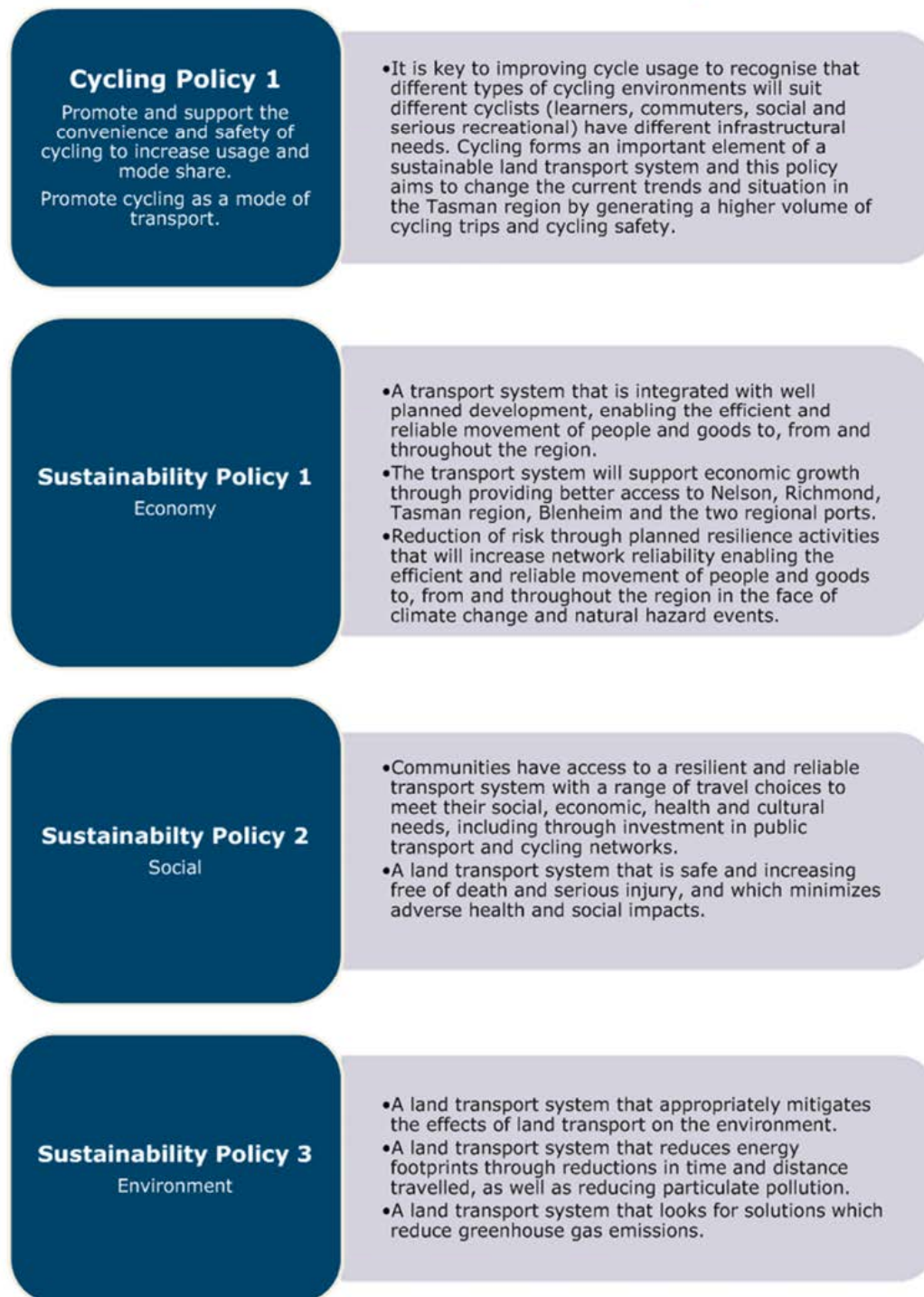
Walking Policy

Promote and support the convenience and safety of walking to increase usage and mode share.
Promote walking as a form of transport

- The strategy aims to recognise the importance of walking and promotes a pedestrian friendly built environment. Walking routes should be well signposted, connected, convenient, comfortable and safe. Walking does include those using walking aids such as wheelchairs and mobility scooters. It also includes those with specific requirements such as people with pushchairs. A walking environment designed with the needs of mobility impaired pedestrians in mind will often create excellent levels of service for all pedestrians.



Figure 4 continued – Tasman’s Policies and Contributing Activities



The 2018/19 to 2025/26 Programme

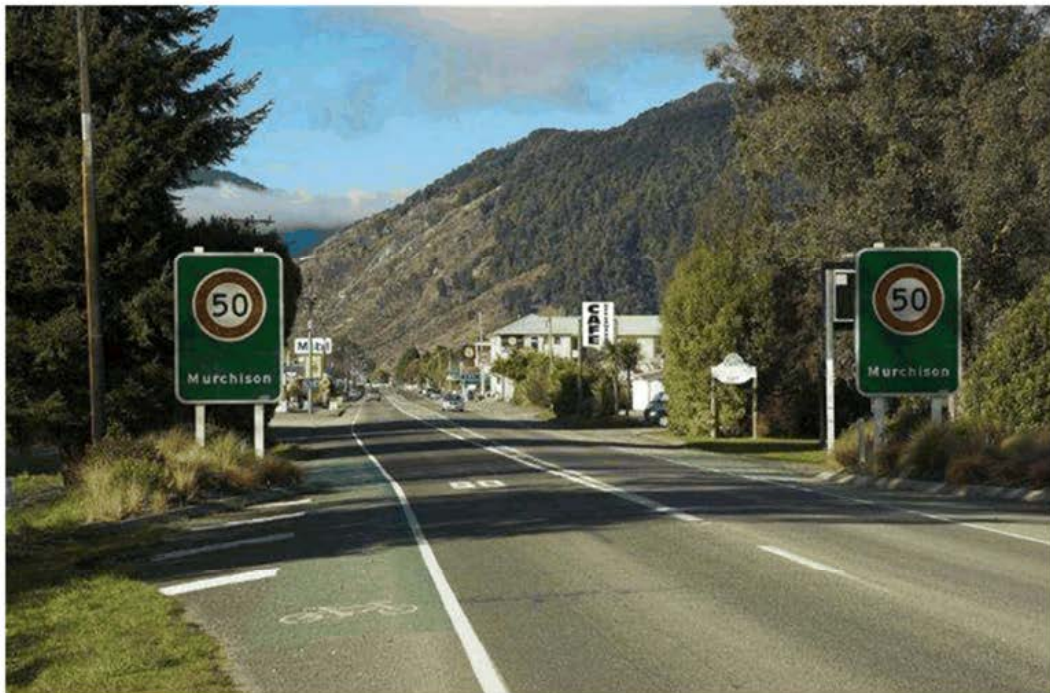
This section details the activities programmed for the period 2018 to 2021. It also outlines those projects that are scheduled for the following four years.

Regional Transport Committees are required to prioritise activities, or combinations of activities that the Council submits in their respective land transport programmes (the exceptions being local road maintenance and operations, local road renewals, local road low cost low risk works and existing passenger transport services).

The improvement activities proposed within the Tasman District are presented in **Table 6**.

Table 7 sets out the Maintenance Operations and Renewal activities proposed within Tasman District for the next seven financial years.

Appendix 4 provides details of the prioritisation framework which are provisional until the Draft GPS 2018 is confirmed along with the investment assessment framework for land transport activities.



SH6 Murchison, Tasman District

Table 6 - Activities proposed within Tasman District (Refer Table 4 for significant Tasman and inter-regional activities)

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Draft National Priority
2018-21	SH Low Cost Low Risk Programme	NZTA	Various	Various	\$11,985,000	\$11,985,000	3
2018-21	TDC Low Cost Low Risk Programme	Tasman District Council	Various	Various	\$4,248,156	\$2,081,596	3
2018-21	DOC Low Cost Low Risk Programme	DoC	Various	Various	\$100,000	\$51,000	NA
2018-2024	SH 65 Hutchinson Bridge	NZTA	5) Communities have access to a resilient and reliable transport system 6) Deaths and serious injuries on the region's transport system are reduced	Resilience and Road Safety	\$2,500,000	\$2,500,000	5

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Draft National Priority
2018-2021	SH60 Richmond to Appleby Safer Corridor	NZTA	6) Deaths and serious injuries on the region's transport system are reduced	Road Safety	\$3,523,256	\$3,523,256	1
2021-2022	Champion Roundabout Intersection Capacity Improvements and Cycle Pedestrian Underpass	Tasman District Council	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access to Nelson-Richmond and the two regional ports 3) Communities have access to a range of travel choices to meet their social, economic, health and cultural needs 6) Deaths and serious injuries on the region's transport system are reduced	Increase in trips travelled by walking, cycling, and public transport	\$3,200,000	\$1,683,000	4
Agenda							
2025-	McShane Road	Tasman District	1) A sustainable transport system that is integrated with well planned development, enabling the efficient	Travel time	15,000,000	10,000,000	1

Table 7 - Maintenance Operations and Renewal Activities proposed within Tasman District

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
DEPARTMENT OF CONSERVATION							
111 - Sealed pavement maintenance	13,611	13,611	13,611				
112 - Unsealed pavement maintenance	25,415	25,415	26,644				
113 - Routine drainage maintenance	19,715	19,715	20,017				
114 - Structures maintenance	42,447	42,447	42,447				
121 - Environmental maintenance	12,484	12,484	13,217				
122 - Traffic services maintenance	1,104	1,104	1,117	161,942	161,942	161,942	161,942
123 - Operational traffic management	0	0	0				
Agenda 124 - Cycle path maintenance	0	0	0				
131 - Level crossing warning devices	0	0	0				
140 - Minor events	40,000	40,000	40,000				
151 - Network and asset management	44,320	44,320	44,888				

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
NEW ZEALAND TRANSPORT AGENCY							
001 - Investment Management	There are currently no activities for the NZTA identified as needed funding for Investment Management activity class. However investment might be needed for regional investment initiatives. The scale and timing of any additional planning work is unclear at this stage, but may be introduced by variation to the RLTP at a later date.						
002 - Model Development							
003 - Activity Management Planning							
004 - Business Case Development							
Investment Management	\$185,658	\$371,315	0	0	0	0	0
111 - Sealed pavement maintenance	583,167	636,097	542,868				
112 - Unsealed pavement maintenance	557	602	585				
113 - Routine drainage maintenance	206,255	212,057	215,551				
114 - Structures maintenance	261,260	273,977	276,416				
121 - Environmental maintenance	861,287	881,810	805,214				
Agenda 122 - Traffic services maintenance	475,597	486,317	478,281				
123 - Operational traffic management	380,040	386,636	382,800	4,187,213	4,331,672	4,481,115	4,511,133
124 - Cycle path maintenance	12,024	12,087	12,055				

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
TASMAN DISTRICT COUNCIL							
001 - Investment Management (incl Transport Planning)	15,000	30,600	31,200	16,662	17,187	59,040	18,237
002 - Model Development	30000	0	0	31,800	0	0	33,600
003 - Activity Management Planning Improvement	2,000	16,830	5,512	1,777	15,124	5,006	1,945
004 - Programme Business Case Development	0	61,200	0	0	0	0	0
Investment Management	\$47,000	\$108,630	\$36,712	\$50,239	\$32,311	\$64,046	\$53,782
111 - Sealed pavement maintenance	1,283,500	1,309,170	1,334,840	1,360,510	1,386,180	1,417,350	1,443,120
111 - Sealed pavement maintenance - SPR	1,500	1,530	1,560	1,590	1,620	1,650	1,680
112 - Unsealed pavement maintenance	620,000	632,400	644,800	657,200	669,600	682,000	694,400
112 - Unsealed pavement maintenance - SPR	12,900	13,158	13,416	13,674	13,932	14,190	14,448
113 - Routine drainage maintenance	509,176	519,360	529,543	539,752	549,936	560,120	570,304
113 - Routine drainage maintenance - SPR	20,200	20,604	21,008	21,412	21,816	22,220	22,624
114 - Structures maintenance	200,000	204,000	208,000	212,000	216,000	220,000	224,000

Activity Class / Work Category	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
214 - Sealed road pavement rehabilitation	631,634	644,267	656,899	848,000	864,000	880,000	896,000
215 - Structures component replacements	378,440	386,009	393,578	401,740	409,320	416,900	424,480
221 - Environmental renewals	0	0	0	0	0	0	0
222 - Traffic services renewals	286,501	309,048	332,295	375,240	419,040	464,200	472,640
222 - Traffic services renewals - SPR	1,100	1,122	1,144	1,166	1,188	1,210	1,232
Footpath renewals	140,000	142,800	145,600	148,400	151,200	154,000	156,800
Road renewals:	\$5,882,341	\$6,016,805	\$6,151,969	\$6,554,824	\$6,696,352	\$6,928,240	\$7,054,208
432 - Road Safety Promotion	179,675	183,334	186,992	235,985	242,480	248,975	255,470
Road Safety Promotion:	\$179,675	\$183,334	\$186,992	\$235,985	\$242,480	\$248,975	\$255,470
511 - Bus Services – including contribution to NCC for NBus	84,000	88,166	90,367	89,040	90,720	202,400	206,080
Agenda 517 - Total Mobility	82,000	86,583	89,277	88,510	90,720	92,950	95,200
524 - Bus Service Marketing	15,000	15,000	5,000	15,900	16,200	0	0
532 - Low Cost Low Risk Improvements	50,000	104,960	107,580	109,732	111,883	0	0

Table 8 - Activities already approved

Duration	Activity	Organisation Responsible	Contributes to Objectives	Performance Monitoring Measure	Total Cost	NLTF Share	Assessment Framework
	Nil						

Part G – Regional Public Transport Plan



G1 Executive Summary

This Regional Public Transport Plan sets out the policies, services and information relating to public transport in Tasman. The plan enables engagement with the public on the design and operation of the public transport network and is a means of encouraging the Council and public transport operators to work together in developing public transport.

Tasman District Council provides a subsidy to Nelson City Council of \$84,000 per annum for the operation of their contracted bus service between Nelson City and Richmond including the Late Late bus. The Council also subsidises the Nelson led Total Mobility scheme starting at \$82,000 per annum for those who have serious mobility constraints.

The objectives of public transport in Tasman are to reduce congestion between Nelson and Richmond, provide transport choice and meet the basic transport needs of the community, particularly those without access to private transport. These objectives link to two of the four key problems in the 2018 Regional Land Transport Plan:



Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.



Roads and footpaths do not currently meet all the needs of our ageing population, walkers and cyclists thereby creating barriers to those wishing to utilise alternative modes of transport.

They also link to two of the four problem statements in the Transportation 2018 Activity Management Plan:



Population growth has increased traffic leading to increasing delays on arterial routes in Richmond and Motueka



An aging population is creating demand for diversification of transport types

This Plan has been prepared using the requirements from the Land Transport Management Act 2003 and replaces the previous Plan that was adopted in September 2015.

This Plan incorporates a greater level of collaboration between Nelson City Council and Tasman District Council regarding their shared services especially those that have cross-boundary interaction such as the bus service and Total Mobility. Over the next three years it is hoped that Tasman District Council can continue its good relationship with Nelson City Council and commission an expanded bus service in the Richmond area to meet the transport needs of this growing community.

The policies in this Plan align with the mid-term review of the Tasman's Regional Land Transport Plan 2015-2024 and Tasman's Long Term Plan 2018-2048.

Both these documents can be viewed online at <http://www.tasman.govt.nz/>.

G2 Introduction

Tasman District Council is required by the Land Transport Management Act 2003 (LTMA) to prepare a Regional Public Transport Plan (the Plan). The LTMA sets out the requirements for the Plan's content and the consultation process.

This Plan updates the 2015 Plan to ensure its currency and meets the requirements of the 2013 changes to the LTMA. The 2013 changes to the LTMA included the introduction of a new operating model for public transport in New Zealand, with regional public transport plans being the cornerstone of the new operating model.

Matters that must be addressed in the Plan include:

- how the Council will work with bus operators to ensure services meet the needs of passengers;
- how the bus services that the Council intends to provide will be arranged into units; and
- how bus fares will be reviewed and set.

The 'public transport' that is referred to in this Plan is the subsidised bus service that operates between Nelson City and Richmond, and the Total Mobility service that operates in Nelson City and Tasman District.

This Plan does not include long-distance bus services, Ministry of Education funded bus services, privately funded bus services or taxi services (other than those that relate to Total Mobility).

Public transport services currently available in the Tasman district include:

- The Late Late Bus – operated by SBL Group Ltd and administered by Nelson City Council;
- NBus – operated by SBL Group Ltd and administered by Nelson City Council;
- The SBL Group Ltd also run additional services within the Tasman region including Abel Tasman and Golden Bay;
- The Total Mobility scheme;
- Community run transport services eg, the Wrinklies bus in Golden Bay;
- Charter services e.g, Wadsworth Coachlines.

More detail on each of these schemes will be discussed later in the Plan.

The focus of this Plan is on services in the Tasman District. However, the Council would like to acknowledge the administrative role of Nelson City Council in these services and as the contract lead for NBus, The Late Late Bus and Total Mobility.

G3 Purpose

This Plan sets out the Council's intentions and policies regarding public transport in the Tasman District in the next three years. The Plan takes into account relevant national and local policies, and the public transport funding from the New Zealand Transport Agency (Transport Agency) likely to be available to the Council.

The LTMA states that the purpose of the Plan is to provide:

- A means of encouraging the Council and public transport operators to work together in developing public transport services and infrastructure; and
- An instrument in engaging with the public in the city on the design and operation of the public transport network; and
- A statement of:



- The public transport services that are integral to the public transport network; and
- The policies and procedures that apply to those services; and
- The information and infrastructure that support those services.


G4 Objectives of the Public Transport Plan

The basic objectives of the public transport network are to provide services which;


- Reduce the traffic congestion between Richmond and Nelson; and
- Meet the basic needs of the community, particularly those without access to private transport.
- Provide transport choice

As part of their funding criteria, Tasman District Council wishes to extend the bus service in Richmond, so that the three objectives listed above are met more effectively within our main urban area.

These objectives link to two of the four key problems in the 2018 Regional Land Transport Plan:




Constraints on the transport network are leading to delays affecting freight, tourism, business and residential growth.




Roads and footpaths do not currently meet all the needs of our ageing population, walkers and cyclists thereby creating barriers to those wishing to utilise alternative modes of transport.

They also link to two of the four problem statements in the Transportation 2018 Activity Management Plan:



Population growth has increased traffic leading to increasing delays on arterial routes in Richmond and Motueka



An aging population is creating demand for diversification of transport types

G5 Funding

Tasman District Council contributes to both the bus service between Richmond and Nelson as well as Total Mobility. This funding receives a co-investment rate from the Transport Agency through the Council’s application to the National Land Transport Fund. Tasman District Council’s funding to both activities is outlined in **Table G1**.

Project Name	Project Description	Project estimate over 6 years	Project Driver	Year 1 2018-2019	Year 2 2019-2020	Year 3 2020-2021



NBus Services	Funding contribution to Nelson City Council for the NBus services	\$504,000	100% O&M	\$84,000	\$84,000	\$84,000
	New Richmond Service – Shelters and signs	\$65,000	100% Capital	\$65,000		
	New Richmond Service	\$575,000	100% O&M		\$115,000	\$115,000
Total Mobility	Contribution to the service that is administered by Nelson City Council	\$493,446	100% O&M	\$82,000	\$82,000	\$82,000

Table G1 – Tasman District Council’s funding with NZTA’s co-investment funding (NBus service 51%; Total Mobility 60%) for public transport 2018-2021 (uninflated)

Super-Gold Card Scheme

This scheme allows card holders to travel free on scheduled off peak public transport services. Off peak services are defined as operating between the hours of 9.00am and 3.00pm and from 6.30pm to the end of service on weekdays and any time on the weekends and public holidays.

New Zealanders aged 65 years or over and those under this age who receive New Zealand Superannuation or the Veterans Pension are eligible to hold a Super-Gold card. The scheme is funded by central government and operated by agreement with the Nelson City Council and the operator SBL Group Ltd. Tasman District Council supports the scheme.

In June 2015, the Government introduced a funding cap which commenced on 1 July 2016. The bulk funding model will better manage the rising costs of the scheme but could potentially transfer cost to users or Council, however there are no changes to eligibility or entitlement to the scheme. Costs are rising because of the growing number of people aged 65 or over and the increased use of the scheme by Super-Gold cardholders.

New services eligible for entry into the scheme must be contracted to Nelson City Council and be identified in the Top of the South Regional Land Transport Plan. They are not to be an exempt service (exempt services operate without any subsidy from the National Land Transport Fund or local government).

Further information on the Super-Gold card scheme can be viewed at <https://www.supergold.govt.nz/>.

G6 New Public Transport Operating Model

The LTMA changes in 2013 altered the administration of public transport in New Zealand by introducing a new “public transport operating model” (known as PTOM). The PTOM is designed to encourage collaboration and partnering between the funders of public transport and the provider of the bus service in order to grow patronage with less reliance on subsidies.

The Nelson City Council’s Regional Public Transport Plan addressed those new requirements and their plan can be viewed online at <http://www.ncc.govt.nz/>.

In summary, many of the new requirements will be introduced as and when the new contract is tendered. This is provisionally planned in 2021.

G7 Public Transport Services provided by Nelson City Council and available in the Tasman District

Service between Richmond and Nelson

Nelson City Council provides the bus service between Nelson city and Richmond by means of a subsidised contract, currently held by local bus operator SBL Group Ltd. The contract specifies which services are to be provided and includes details on routes, timetables and fare levels.

The current contract for this service runs until 2018 but contains provisions for an extension of a further four years should certain performance criteria be met.

The current service that operates into Tasman is on two routes between Richmond and Nelson City. One route runs via Bishopdale and Stoke; the other runs via Tahunanui and Stoke. Both run along Main Road Stoke and Salisbury Road into and out of Richmond. The first service commences at 6.45am with the last service at 7:00pm. A bus departs Richmond and Nelson every 15 minutes at peak times, and every 30 minutes at non-peak times. On Saturdays there are six services in each direction and on Sundays there are five.

The current routes, fare zones and timetables are shown in Attachments 1, 2 and 3 and can be found at <http://nelson.govt.nz/services/transport/nbus/routes-and-timetables/>.

The service between Nelson city and Richmond is provided by a fleet of modern buses which provide a fully wheelchair accessible service and have additional features such as bike racks.

Information about the service is readily available through a variety of formats, with shelter and timetable information provided at popular bus-stops.

Nelson City Council, as the administrator of the service and of the contract with SBL Group Ltd, closely monitors the service to ensure that the service between Nelson City and Richmond continues to meet the needs of the two communities. Minor adjustments will be made as necessary. These adjustments, in accordance with their significance policy, may be made without any formal or publicly notified amendment to their and this Plan. As a financial contributor to the contract, Tasman District Council would be able to comment on any adjustments to the Richmond service as this would directly affect their community.

The current bus service contract was let prior to the LTMA changes and the introduction of the new public transport operating model. This new operating model which was introduced by the 2013 amendment to the LTMA will have little impact on the current contract arrangements (as the current contract came into being in 2012) but future contracts will have to be consistent with the new operating model.

Buses for the Richmond to Nelson City route are required to have:

- Low floors;
- Easier access for wheelchairs;
- Bike racks;
- Electronic ticket systems;
- GPS locating to enable real time tracking (proposed to be introduced in 2018/19);
- Full training for drivers; and
- Branding as required by Nelson City Council.

Late Late Bus

The Late Late Bus service is subsidised and contracted by Nelson City Council and is operated by the SBL Group Ltd. Until 30 June 2015, Tasman District Council supported this service through a Community Development grant. It is now funded through the Transportation budget and is included in the funding for the service between Richmond and Nelson City. This allows Tasman District Council to claim co-investment from the Transport Agency.

The service currently runs between Nelson and Richmond on Friday and Saturday nights. The service operates hourly from 9:55pm and the last trip departs at 3.10am⁶. The purpose of the service is to provide a safer way of travel from late night entertainment in Nelson.

Total Mobility Scheme

Most of the buses in Nelson are user friendly and wheelchair accessible. However, some users because of their disability are either unable to use the buses or can only use them at certain times of the day.

Tasman District Council provides financial support (along with Nelson City Council and the Transport Agency) for the Total Mobility Scheme which operates in the Nelson-Tasman region. Nelson City Council administers the scheme on behalf of Tasman District Council and the Transport Agency. They distribute vouchers for use on the taxis and make payments to the taxi companies as part of this role.

The scheme provides transport assistance for people with serious mobility constraints through the provision of discounted taxi fares of up to a maximum subsidy of \$10 per one-way trip. Total Mobility operates in Nelson, Richmond and Motueka. Approximately 1,400 people currently use the service and on average 32,500 trips are made annually.

The annual subsidy cost from 1 July 2018 can be seen in **Table G1**.

The scheme also provides taxi-vans capable of carrying people in wheelchairs and provides an extra \$10 subsidy per trip for the use of taxi-vans in recognition of the costs and time involved in carrying passengers using a wheelchair. The scheme provides assistance for the purchase and installation of new or replacement wheelchair hoists or ramps in vehicles used for the provision of Total Mobility services. The usual co-investment rate is 60% of the approved organisation's cost with the operator paying the balance (in this case Nelson City Council and Tasman District Council).

Total Mobility is a nationwide scheme and therefore certain rules are in place to ensure consistency in how the scheme operates between the regions where it occurs. We will continue to comply with these rules and ensure that Nelson-Tasman members are able to use the scheme elsewhere in New Zealand.

Further information on Total Mobility can be viewed at:

<http://nelson.govt.nz/services/transport/roads/total-mobility-passenger-transport/>
<http://www.tasman.govt.nz/transport/walking-mobility/total-mobility/>

Promotion and advertising

The promotion of transport choice options such as the NBus service and Total Mobility is critical to ensuring that the communities are aware of their availability and ensuring the long term financial stability of the services.

Tasman District Council advertises the NBus, Late Late Bus and Total Mobility on their website. It also provides comprehensive route and timetable information through various channels as well as the Council's website. Nelson City Council also advertises the available public transport services through community newsletters and radio advertising.

G8 Community Transport Services

There are a number of community-provided transport services in the Tasman District and for the purposes of this plan they are 'exempt services'. These services provide for a range of health, recreation and social needs. Current services include the Wrinklies Express in Golden Bay, St John health shuttle and a number of shuttle services run by community groups and

⁶ <http://nelson.govt.nz/assets/Services/Downloads/Late-Late-Bus-Brochure-for-web-Mar-14.pdf>

rest homes. Community groups are able to apply to Tasman District Council for community grants on an annual basis.

Inter-regional and inter-community services

These include:

Abel Tasman Coachlines

This service is operated by SBL Group Ltd. The bus service is aimed at tourists travelling to and from several Golden Bay destinations such as the Heaphy Track and the Abel Tasman National Park. The service runs from Nelson and stops at both Richmond and Motueka.

Further information can be viewed at <http://www.abeltasmantravel.co.nz/>.

Intercity Coachlines

This service operates on a daily basis to both Marlborough and the West Coast. At these destinations there are connections to all parts of the South Island and the North Island via the ferry services at Picton. The route to the West Coast travels through the Tasman District.

Further information can be viewed at <http://www.intercity.co.nz/>

School Bus Services

The Ministry of education currently contracts the school bus services throughout the Nelson and Tasman region. For further information on school bus services go to www.schoolsupport.co.nz/school-transport.

G9 Future Improvements

Nelson City Council has included a number of future improvements in their Public Transport Plan. Tasman District Council is supportive of their proposed improvements in particular to the administration and management of the Total Mobility scheme.

Funding for any improvements will be sought from the Transport Agency. Any proposals for new services will have to be justified using the Transport Agency's Business Case approach. The business case is required to assess the costs and benefits of the proposed new service and how it fits in the Transport Agency's funding criteria. Additional funding cannot be guaranteed.

Tasman District Council proposes either extending the NBus route through Richmond or a separate Richmond service starting from 2019/20. Richmond is growing both demographically and economically and there are associated benefits in extending the route to cover the Richmond South and Richmond West areas where the main residential growth is expected.

The potential to have some park and ride facility linking to the bus service in the future needs to be noted.

Tasman District Council is proposing to work with Nelson City Council to undertake further investigation into service that benefit both regions particularly in reducing traffic on the Richmond to Nelson City corridor in the AM and PM peak periods.

G10 Units

The LTMA requires every public transport network in New Zealand to be divided into "units". Each unit must then have a separate contract. Contract arrangements are provided in the Plan. Contracts are able to continue until they end and the new LTMA model is then included in future contracts.

Nelson City Council manages the contract for public transport services with the SBL Group Ltd including the service to Richmond. They have made the decision that because of the nature and relatively small size of the Nelson bus service including the route to Richmond, that there should be a single bus contract for the entire network of services. Future contracts may split



the Nelson City to Richmond route into a separate “unit” contract but at present, it is considered that the single contract is the best arrangement for the region. This approach has been adopted in most similar sized cities to Nelson in New Zealand.

The current bus service contract expires in 2018, but contains provisions for an extension until 2022. Minor changes to the contract are permitted without the need for re-tendering. The next tender is therefore not expected until 2021. The new contract is likely to commence at the end of January 2022.

G11 Value for Money

Central to the purpose and intent of the LTMA is the concept of “value for money” and this extends to the provision of bus services. Value for money can be measured in many ways. An important measure (set by the Transport Agency) is the contribution made by passengers towards the cost of providing a service. The passenger contribution is known as the fare-box recovery level. This is measured as the ratio of passenger fares to the costs of providing the service.

The Transport Agency has a goal of an aggregated national fare-box recovery rate of no less than 50% by 30 June 2018. The current average national rate is approximately 46%.

Nelson City Council has historically had a high fare-box recovery, with a current level of 52% in the 2016/17 financial year. More specifically, the Richmond–Nelson route had a fare recovery of 68% in 2016 down from 91% in 2013) after additional weekend services were provided. This indicates that the existing Nelson services and specifically the Richmond routes provide good value for money and confidence for additional or extended services into Richmond.

G12 Working with Contractors

A LTMA objective is for councils to develop a close partnership with their contracted bus operators. It is considered that Nelson City Council has a good working relationship with the SBL Group Ltd. Tasman District Council keeps lines of communication open with the SBL Group Ltd and aims to assist the bus service providers as much as possible in collaboration with Nelson City Council.

For new contracts, Nelson City Council (as they are the Principal to the Contract) will prepare a business plan in conjunction with the contractor, which will outline actions and proposed improvements. This business plan will be reviewed annually. This approach will be outlined in the Public Transport Procurement Strategy and in future contracts. Any future contracts will include a “financial incentive mechanism”. This will provide the contractor with annual payment should certain targets be met. These targets will be based on patronage levels and should involve a payment to the contractor for each passenger carried over and above a target figure. The financial incentive is still to be developed and will be contained in the Public Transport Procurement Strategy prior to tendering future contracts. The process will also follow the Transport Agency’s Procurement Manual. Tasman District Council’s Procurement Strategy is closely aligned with this manual.

G13 Fares

The LTMA requires the Public Transport Plan to set out policies on passenger fares. The Nelson City Council has done this for the bus service route between Richmond and Nelson City. The current fares and fare setting processes are set out in the current bus contract. The contract allows Nelson City Council to set the maximum fares for the bus service, to review fares annually and to change fares where considered appropriate.

Nelson City Council has recently reviewed fares and is considering changing the fare structure from four zones to three. This will simplify the structure and have the effect of reducing most fares.

The Transport Agency requires that fare levels are reviewed annually. Nelson City Council is compliant with this request and will review the fare structure every six years. The review will also include Total Mobility fares and rules that apply to Total Mobility fares.

Tasman District Council wishes to be included in the fares review for the route between Richmond and Nelson.

For the bus service between Richmond and Nelson City, the fare system includes:

- electronic ticketing (recording all trips and issuing tickets);
- child fares;
- discounted fares for tertiary students and Community Service card holders;
- free off-peak travel for those who hold a Super-Gold card;
- multi-trip tickets available at a discounted rate;

For further details on the fare system, refer to the Nelson Regional Public Transport Plan.

G14 Integration with other Transport Modes

Public transport services in Nelson and Richmond are part of an integrated network of transport services. This recognises that all journeys usually involve other modes of transport (especially in urban areas) as well as the bus trip. Most bus journeys include a walking component and increasingly a cycling component. The needs of bus passengers who use wheelchairs must also be considered.

Therefore Nelson City Council has a policy that buses should have bike racks; bus-stops should be conveniently located and easily accessible; and car parking facilities should be near to some stops (in Richmond the main bus-stop will be located centrally in Queen Street when the current Queen Street Infrastructure Upgrade work is completed) to encourage bus users to use a bus for the last leg of their journey.

G15 Infrastructure

Tasman District Council aims to have bus stops that are accessible, safe and attractive. We will:

- Manage the provision of bus stops on the basis that they are provided at locations where there is an identifiable passenger demand and associated infrastructure;
- Ensure supporting pedestrian and cycle facilities such as footpaths, pedestrian crossing points/refuges and cycle parking are provided where appropriate to enable walking and cycling access to and from bus stops; and
- Ensure that the bus infrastructure is maintained.

G16 Monitoring

The bus service is monitored in line with the Transport Agency's requirements. Nelson City Council collects the monitoring data required and reports to the Transport Agency on an annual basis. Tasman District Council receives a copy of this report.

G16 Significant Policy

A significant policy is required, in accordance with section 120(4) of the Land Transport Management Act 2003, to set out how to determine the significance of proposed variations to

this RPTP. The level of significance determines the consultation regarding the proposed variation that must be undertaken.

Application

This RPTP can be varied at any time. However in accordance with section 126(4) of the Land Transport Management Act 2003, the usual consultation will not be required if the proposed variation is considered not significant under this policy.

The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process or procedure and the extent to which consultation has already taken place.

The implication of not meeting the significance threshold is that the full consultation requirements of the LTMA will not need to be followed. However, the Council may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

General determination of significance

The significance of variations to this RPTP will be determined by the Council on a case-by-case basis. When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Signals a material change to the planned level of investment in the public transport network
- Impacts on the purpose of the LTMA
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those with a minor impact)
- Affects the integrity of this RPTP, including its overall affordability
- Has already been the subject of consultation with affected parties.

Significant and non-significant matters

Matters that will **always** be considered '**significant**' are:

- Any variation that amends this policy on significance
- Major changes to existing services, or the introduction of new services, (other than changes to or the introduction of trial services), for which no consultation regarding the change or introduction has occurred.

Matters that will **usually** be considered '**significant**' are:

- Changes to units that significantly affect the financial viability of the contractor of that unit.

Matters that will **always** be considered '**not significant**' are:

- Minor editorial and typographical amendments to this RPTP
- Minor changes to fare levels in accordance with current policy and funding levels

Matters that will **usually** be considered '**not significant**' are:

- A matter that has already been consulted on, including the addition, removal or amendment of any matter or service
- Minor changes to the description of services following a review of that service e.g. changes to the frequency, route or hours of a service which result in the same, or better, level of service
- Changes to the description of services or grouping of services as a result of an area-wide service review, provided that there is no significant increase in cost

- Minor changes of routes and/or timetables to existing services
- The introduction, alteration or deletion of trial services
- The introduction of a new unit provided the contractors of existing units are not affected.

Targeted consultation on non-significant variations

Where the Council determines that a proposed variation is not significant, it may still undertake targeted consultation as follows:

a. Consultation for minor changes in the delivery of existing public transport services

For minor changes in service delivery which are required to improve the efficiency of existing services, such as the addition or deletion of trips and minor route changes, and which have only a local impact, consultation will generally be undertaken at a low level with the operator/s involved, the relevant territorial authority and passengers who use the services. If consultation has already occurred as part of a service investigation or review, no additional consultation need occur.

b. Addition of new services

Where a new service is proposed and the new service has been the subject of community consultation, no additional consultation need occur.

c. Other non-significant variations

Any proposals for changes that affect only a sector of the community or the industry (e.g. a change in Total Mobility provision, or a change to specific vehicle quality standards) may be worked through with those most likely to be affected, as well as other relevant stakeholders.

G17 Legislative Requirements

Section 124 of the Land Transport Management Act 2003 requires that a Regional Public Transport Plan must:

- contribute to the purposes of the LTMA;
- have been prepared in accordance with New Zealand Transport Agency guidelines;
- be consistent with any regional land transport plan; apply the principles specified in the Act, namely:
 - Councils and operators should work in partnership to deliver services and infrastructure necessary to meet the needs of passengers;
 - The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency and coverage necessary to encourage passenger growth;
 - Competitors should have access to public transport markets to increase confidence that services are priced efficiently;
 - Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services; and
 - The planning and procurement of public transport services should be transparent.
- take into account:
 - any national energy efficiency and conservation strategy
 - any relevant district plans
 - the public transport funding likely to be available
 - the need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services, and
 - the views of public transport operators.

Tasman District Council has complied (as have Nelson City Council) with all these requirements when preparing this plan.

Assistance of the transport disadvantaged

The Plan is required to describe how it will assist the transport disadvantaged. The LTMA describes transport disadvantaged as those people who the Council has reasonable grounds to believe are the least able to travel to basic community activities and services eg, work, education, health care, welfare and shopping.

This Plan assists the transport disadvantaged through supporting the Nelson City Council's public transport policy and the Total Mobility scheme.

Fare-box Recovery policy

The Transport Agency requires the Council to include in their regional public transport plans a Fare-box Recovery policy.

Nelson City Council has developed a policy which states that long-term passenger fares should cover between 45% and 55% of the costs of providing the bus service and its fare-box policy is based on this premise.

Tasman District Council is supportive of Nelson City Council's policy on fare-box recovery.

Monitoring and Review

This Plan must be kept current for not less than three years, and not more than ten years. It must be reviewed and updated if necessary, following the release of a Government Policy Statement on Land Transport Funding, a Regional Land Transport Plan or a Council Long Term Plan.

Therefore, the next review of this Plan will take place following the adoption of the Tasman Regional Land Transport Plan and Tasman District Council Long Term Plan in 2021.

Appendices

Appendix 1 - Legislative Context

The Land Transport Management Act 2003

The purpose of the Act is *'to contribute to an effective, efficient, and safe land transport system in the public interest'*.

The Act sets out the planning and funding framework that channels around \$4 billion of central government funding annually into roading, public transport, and traffic safety.

The Act requires three key documents to be developed:

1. The Minister of Transport must, in accordance with section 66 of the Act, issue a Government Policy Statement on land transport (the GPS);
2. The Transport Agency must, in accordance with section 19A of the Act, prepare and adopt a national land transport programme (NLTP); and
3. Every regional council, through its regional transport committee, is required, in accordance with section 16 of the Act, to prepare a RLTP.

Section 16 of the Act outlines the form and contents of a RLTP – it must:

- set out the region's land transport objectives, policies, and measures for at least 10 financial years;
- include a statement of transport priorities for 10 financial years;
- include a financial forecast of anticipated revenue and expenditure for 10 financial years;
- include all regionally significant expenditure on land transport activities to be funded from sources other than the Fund during the first 6 financial years;
- identify those activities (if any) that have inter-regional significance;
- list those activities for which payment from the Fund is sought by approved organisations relating to local road maintenance, local road renewals, local road capital works, and existing public transport services;
- list those activities, including those relating to State highways, in the region that are proposed by the Transport Agency or that it wishes to be included;
- contain the order of priority of the 'significant' activities;
- assess of how each activity contributes to an objective or policy;
- present an estimate of the total cost of each activity and the cost for each year and any proposed sources of funding other than the Fund;
- include the measures that will be used to monitor the performance of the activities;
- assess how the RLTP complies with section 14 of the Act;
- assess the relationship of Police activities to the RLTP;
- describe the monitoring that will be undertaken to assess the implementation of the RLTP;
- summarise consultation undertaken; and
- summarise the policy relating to significance adopted by the regional transport committee.

Section 14 of the Act requires the Regional Transport Committee to be satisfied that the RLTP contributes to the purpose of the Act and that it is consistent with the GPS before it is submitted to the council for approval.



Take into account the Energy Efficiency and Conservation Strategy transport objective of 'A more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies.'

The intention is that the RLTP should:

- be outcome focused;
- be optimised across the 'whole-of-transport' system;
- demonstrate a 'one-network' approach including activities or journeys that have inter-regional significance;
- show value for money;
- have a clear strategic case for planning and investment using benefit cost analysis principles;
- list all the planned transport activities for a ten year period, not just projects, with clear linkages between all activities and agreed outcomes, e.g. relationship between investing in different modes and activities funded outside the Fund;
- consider the infrastructure implications and/or public transport service improvements that are needed to support growth areas;

Each Regional Transport Committee must complete a review of its RLTP during the 6-month period immediately before the expiry of the third year of the RLTP.

Appendix 2 - Significance Policy

Each Regional Transport Committee must, in accordance with section 106(2) of the Act, adopt a policy that determines 'significance' in respect of variations it wishes to make to its RLTP as provided for by section 18D of the Act. The policy is also relevant in determining those activities that require regional ranking by the regional transport committee in its RLTP as required by section 16(3)(d) of the Act.

If good reason exists to do so, a regional transport committee may prepare a variation to its RLTP during the period to which it applies. A variation may be prepared by a regional transport committee:-

- i) at the request of an approved organisation or the Transport Agency, or
- ii) on the regional transport committee's own motion.

Consultation is not required for any variation to the RLTP that is not significant in terms of this Significance Policy.

The Significance Policy is defined below.

The activities listed below are considered '**significant**':

- Improvement activities that are large or complex. These are activities with an estimated construction cost, including property, exceeding \$5 million and/or are of high risk and may have significant network, economic and/or land use implications for other regions; and
- Any other activity that the regional transport committee resolves as being regionally significant.

For the avoidance of doubt, the following variations to the RLTP are considered **not significant** for purposes of consultation:

- i. Addition of an activity or combination of activities that has previously been consulted on in accordance with sections 18 of the Act;
- ii. A scope change to an activity that, when added to all previous scope changes for the same activity, varies by less than \$5 million from its cost as shown in the current RLTP **and** does not materially change the objective(s) and proposed outcomes of the activity;
- iii. Replacement of activities within an approved programme or group with activities of the same type and general priority;
- iv. Funding requirements for preventative maintenance and emergency reinstatement activities;
- v. Changes to activities relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services valued at less than \$5 million;
- vi. Variations to timing, cash-flow or total cost (resulting from costs changes), for the following:
 - a) Improvement projects; or
 - b) Community-focused activities.
- vii. Transfer of funds between activities within a group;
- viii. End of year carry-over of allocations;
- ix. Addition of the investigation or design phase of a new activity, one which has not been previously consulted upon in accordance with section 18 of the Act; and/or
- x. Variations to timing of activities if sufficient reasoning is provided for the variation and the variation does not substantially alter the balance.

Appendix 3 – Monitoring and Performance Measures

To monitor progress of the implementation of this RLTP, there is a need to have specific measurable indicators and targets. The indicators and targets specified in Table 8 below apply to the Regional Objectives. The Tasman District Council objectives are detailed in table 9 below. Some of the individual indicators and targets will benefit multiple RLTP objectives.

These targets will form the monitoring basis of the RLTP and will be reported annually to the Tasman Regional Transport Committee.

Table 8 - Regional Monitoring Indicators and Targets

Regional Objectives	Indicator	Target
1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region	Travel time variability and travel time between SH6/60 Intersection and Port Nelson during the Peak Hour Travel time variability between Picton and the Marlborough/Kaikoura boundary between 8am and 5pm	Downward trend from 2015 baseline for travel time and travel time variability.
2) Supporting economic growth through providing better access across the Top of the South's key journey routes	Vehicle Occupancy on urban arterial routes: SH6 Rocks Road – Nelson Waimea Road Nelson Salisbury Road Tasman SH6 Gladstone Road Tasman Sinclair Street SH1 - Marlborough	Increasing trend
	HPMV Routes	Increasing HPMV route availability over time
3) Communities have access to a resilient transport system.	Reduction in the number of hours that sections of the key journey routes ⁷ are closed due to unplanned disruptions	Downward trend from 2015 baseline
4) Communities have access to a safe transport system	Fatal and Serious Crashes	Reduction in the average annual number of fatal and serious injury crashes in the 6 year period 2015-2021 compared with the previous 6 year average 2009-2014.

⁷ SH1 Picton to Kaikoura, SH6/SH62 Blenheim to Nelson, SH6 Nelson to Richmond, SH6 Richmond to Murchison, SH6/SH60 Richmond to Golden Bay via Motueka and the Abel Tasman.

Regional Objectives	Indicator	Target
5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs	<p>Trips undertaken by walking, cycling and public transport.</p> <p>Screen line counts for walking and cycling at:</p> <ul style="list-style-type: none"> Nelson at SH6 Rocks Road, Bishopdale Hill and Railway Reserve Richmond at Salisbury Road Blenheim <p>Total annual Bus Patronage for NBus service in Nelson and Richmond and the Bayleys Bus in Blenheim</p>	Increasing trend in number of trips by walking, cycling and public transport

Table 9 – Tasman Monitoring Indicators and Targets

“Connecting Tasman” (Tasman District Council’s Regional Land Transport Strategy) was completed in 2010. It provided an overview of the issues and investment priorities for the following thirty years. The change in the LTMA sees this overview document being reviewed and included in the 2015 RLTP and this 2018 Mid-Term Review. In general, the issues, indicators and targets remain similar to the material included in “Connecting Tasman”.

Accordingly, the fundamental principles included in “Connecting Tasman” have assisted in formulating this RLTP. “Connecting Tasman” provides the direction for the Top of the South to meet the economic, resilience and safety aspirations through the provisions of appropriate transport investment signals and targets. Therefore, the indicators and targets used in “Connecting Tasman” are relevant to the 2015 - 2024 RLTP.

To monitor progress of the GPS objectives and policies within this RLTP, there is a need to have specific measurable indicators and targets. The Tasman District Council’s Objectives are in Table 9 below. Some of the individual indicators and targets will benefit multiple RLTP objectives.

These targets will form the monitoring basis of the RLTP and will be reported regularly to the Tasman Regional Transport Committee.

Tasman Policy	Policy Principle and Indicator	Target
Roads and Traffic Policy 1	To reduce the number and severity of road crashes	<p>An overall downward trend in the total serious and fatal crashes as measured from 2009.</p> <p>A downward trend in the total number of reported loss of control crashes as measured from 2009.</p> <p>A downward trend in the number of reported overseas driver’s crashes as measured from since 2009.</p> <p>A downward trend in the number of reported motorcycle crashes from since 2009.</p>
Roads and Traffic Policy 2	Support activities which improve population health and ensure	The share of week day journey to work trips by walking and cycling increases from 2006 baseline

Tasman Policy	Policy Principle and Indicator	Target
	<p>monitoring of environment impacts</p> <p>Census travel to work data</p> <p>Bus Patronage</p>	The share of week day journey to work trips by public transport increase from 2018 baseline
Roads and Traffic Policy 3	Ensure the integrated, efficient, timely and safe maintenance and enhancement of the road network	<p>The Council maintains the Condition Index (CI) for local sealed roads within:</p> <ul style="list-style-type: none"> 1.7 to 2.1 2018/19 1.7 to 2.1 2019/20 1.7 to 2.2 2020/21 1.8 to 2.5 2028/29 <p>CI is a measure of visual defects identified during Condition Rating inspections completed biennially and the lower the CI score the better the condition.</p> <p>The Council maintains the Pavement Integrity Index (PII) for local sealed roads within the range 3.0 to 4.0.</p> <p>PII combines surface faults (CI) with structural defects rutting, roughness and shoving. The lower the PII, the better the condition.</p> <p>Consultation and coordination occurs with the heavy haulage industry including forestry operators to ensure road maintenance and operations work is programmed around forestry harvest plans and other key freight activities.</p>
Roads and Traffic Policy 4	<p>Ensure the integrated, efficient and safe provisions for freight activity</p> <p>Travel time variability</p> <p>Network availability to 50max HPMV vehicles</p>	<p>No deterioration in travel time variability on:</p> <ul style="list-style-type: none"> - SH6/60 3 Brothers Corner to SH6 Nelson Boundary - Salisbury Road Queen Street to Champion Road <p>Increasing network availability to 50Max HPMV Vehicles</p>
Walking Policy	Promote and support the convenience and safety of walking	<p>Increasing pedestrian counts at Salisbury Road screen line</p> <p>Flat pedestrian crash rate district wide</p>
Cycling Policy	Promote and support the convenience and safety of cycling	<p>Increasing cycle count at Salisbury Road screen line</p> <p>Flat cycle crash rate district wide</p>

Appendix 4 – Assessment and prioritisation

Projects requiring prioritisation

Regional Transport Committees are required to prioritise activities or combinations of activities that approved organisations submit in their respective land transport programmes (the exception being road maintenance, road renewals, low-cost low-risk capital works and existing passenger transport services). This section sets out the assessment and prioritisation process for the 2018-2021 financial years for the following activities:

- All state highway activities
- Local road improvements
- New public transport service operations

Assessment and prioritisation process

The Transport Agency allocates government funding in accordance with its Investment Assessment Framework (IAF). The activities identified in Tables 4 and 6 of this programme have been prioritised using this framework.

The Regional Transport Committee has used the Transport Agency's Investment Assessment Framework to determine and prioritise their activities. The IAF uses a holistic process based on the Business Case Approach. Activities and programmes are developed using business case principles before assessment with the IAF and prioritisation using two factors (results alignment and cost-benefit appraisal) to determine how well they meet the government's investment strategy defined in the GPS and their priority for funding.

Prioritising activities within the NLTP

The Results Alignment and Cost-benefit Appraisal are brought together to form an assessment profile, which is used to prioritise activities in the National Land Transport Programme (NLTP).

The business case must be sufficiently developed and pass the business case assessment before any IAF assessment and prioritisation. The Transport Agency, in the development of the NLTP and in its investment decisions, will review the assessments made and prioritise activities within each activity class using their assessment profiles. Additional factors identified may be taken into consideration.

Only programmes and activities assessed with at least a Low Results Alignment will progress to prioritisation.

Programmes and activities assessed without any Results Alignment remain at the strategic case stage.

Assessment factors and rating

An activity or programme has assessment ratings for Results Alignment and Cost-benefit Appraisal as shown below:



A rating greater than Low for Results Alignment or a rating above 1 (Low) for Cost-Benefit Appraisal does not guarantee funding. The combined ratings for Results Alignment and Cost-Benefit Appraisal are required to get an overall ranking.

While a Cost-Benefit Appraisal rating of 1 (Low) will be taken into account in the ranking, the Transport Agency also looks at other factors in the proposal, such as relevance to government strategy through Results Alignment. It may also consider a proposal with a Cost-Benefit Appraisal below 1 only as an exception, where evidence demonstrates a wider value proposition against GPS results.

Priority order of improvement profiles

The following table shows the priority ranking of assessment profiles for improvements to local roads, state highways, public transport improvements, and walking and cycling projects.

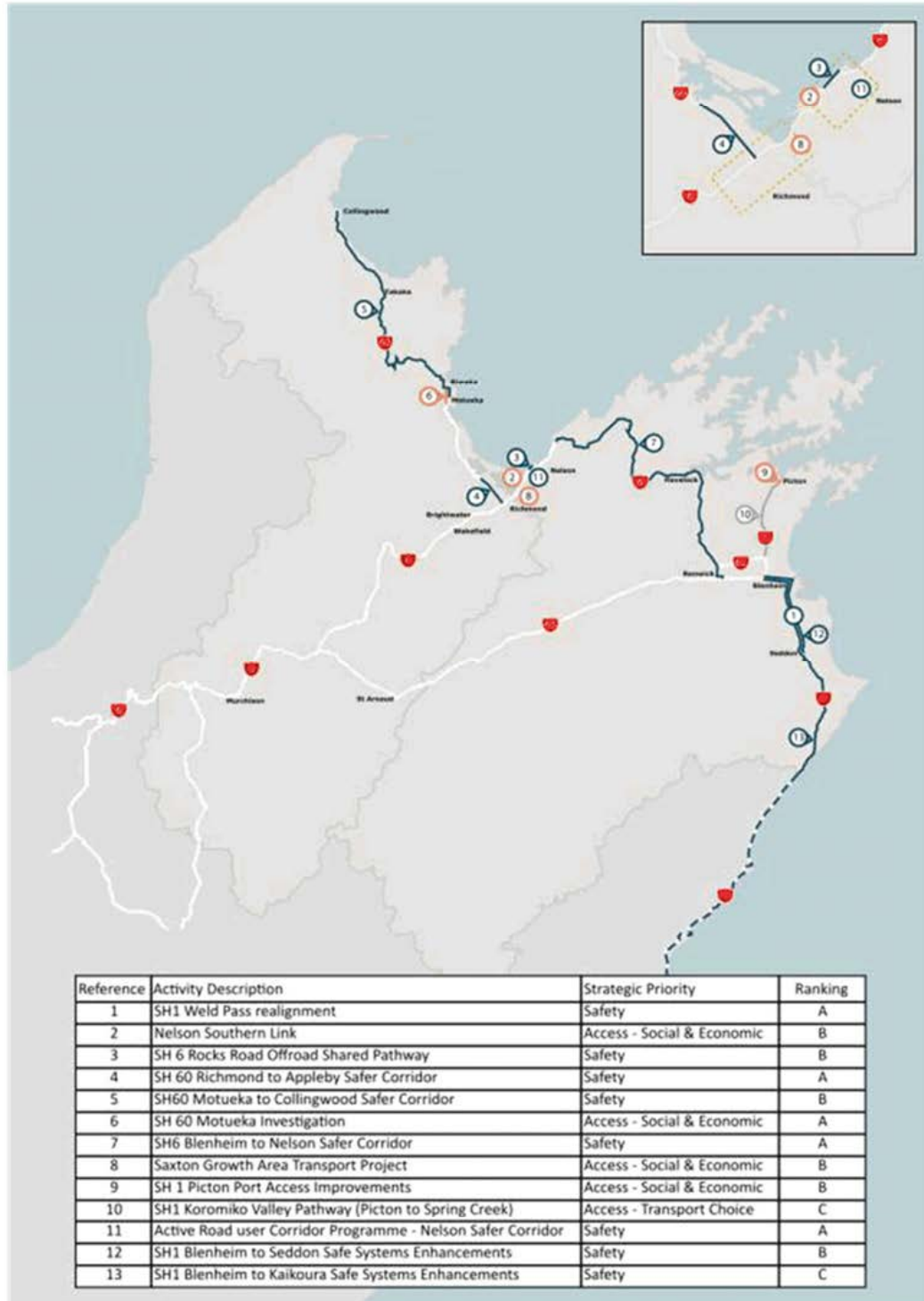
Ranking for Improvements

The two assessment factors of Results Alignment and Cost-Benefit Appraisal are brought together to form an assessment profile that determines a proposal's priority where the ranking is based on:

- Meeting the desired results of the investment strategy (Results Alignment)
- Achieving the desired results in the most efficient way (Cost-Benefit Appraisal).

Result Alignment	Cost/Benefit Appraisal	Priority Order
Very High	L/M/H/VH	1
L/M/H	Very High (BCR 10+)	2
High	High (BCR 5 - 9.9)	3
High	Medium (BCR 3 - 4.9)	4
Medium	High (BCR 5 - 9.9)	4
High	Low (1 - 2.9)	5
Medium	Medium (BCR 3 - 4.9)	5
Medium	Low (1 - 2.9)	6
Low	High (BCR 5 - 9.9)	7
Low	Medium (BCR 3 - 4.9)	8
Low	Low (1 - 2.9)	Exclude

Appendix 5 – Significant Projects Description



Map 2. Top of the South Significant Activity locations.



Activity Name	State Highway 1 Weld Pass realignment
Activity Description	State Highway 1 is classified as a national state highway. SH1 Weld Pass is approximately 10km south of Blenheim and extends a distance of approximately 4.5km. The average annual daily traffic (AADT) is 4,000, with Heavy Commercial Vehicles (HCVs) making up 17%. Weld Pass was highlighted in the SH1 Picton to Christchurch Strategic Case for further investigation.
Key Problems Issues	<ul style="list-style-type: none"> • The alignment contributes to higher speeds for vehicles entering tight bends leading to an increased likelihood of high severity crashes. • The steep slopes and narrow alignment mean if a crash occurs there is a high probability the vehicle will leave the road. • The narrow nature of the road gives heavy vehicles little room for manoeuvre on the carriageway increasing maintenance costs.
Activity Objectives	<ul style="list-style-type: none"> • Reduce the probability of death and serious injury (DSI) crashes by 35-65% (5-9 DSI) over 10 years; and • Improve 4.1km of the 4.5km project length to a 3.5 star KiwiRAP rating or above. The following benefits have been identified; <ul style="list-style-type: none"> • Improved road user safety; • Improved network performance; and • Improved cost of maintenance.
Activity link to Primary Regional Objective	4) Communities have access to a safe transport system
Activity status	The Detailed Business Case is expected to be completed June 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	https://www.nzta.govt.nz/projects/sh1-weld-pass/



Activity Name	Nelson Southern Link Investigation & SH6 Rocks Road shared pathway
Activity Description	State Highway 6 is classified as a regional state highway. There are approximately 45,000 vehicles a day across the two main north/south routes (SH6 Rocks Road and Waimea Road). On SH6 Rocks Road the proportion of HCV's is 6% which equates to approximately 1,300 HCV's per day.
Key Problems Issues	<ul style="list-style-type: none"> The form and function of Nelson's two arterial corridors results in congestion and delays. Substandard infrastructure on Rocks Road, which is part of the Coastal Path, is constraining the growth in walking and cycling activities.
Activity Objectives	<ul style="list-style-type: none"> Travel times on the two arterials no worse than 2015 for the life of the programme (40 years). Peak hour volume to available capacity ratio of no more than 0.8 on the two arterials. Zero walking and cycling crashes on the two arterials; and continuous decline in walking and cycling deaths and serious injuries on the two arterials for the life of the programme. Five years after implementing a Rocks Road option, double walking and cycling numbers per day from the 2015 baseline, plus a growth rate is greater than elsewhere in Nelson.
Activity link to Regional Objective	<ol style="list-style-type: none"> A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region Supporting economic growth through providing better access across the Top of the South's key journey routes Communities have access to a resilient transport system Communities have access to a safe transport system Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	<p>The Programme Business Case was released in September 2017. The next phase, the Detailed Business Case (DBC) will consider further the timing for a new route which depends on many factors such as the scale of the efforts to optimise the network, the speed of regional growth and new technologies. During the DBC we will clarify:</p> <ul style="list-style-type: none"> The effectiveness of the various network optimisation options, which will guide when a new route will be needed. Options for a new arterial route including any environmental effects that will inform decisions regarding alignment and classification. Route protection options such as land purchase, regulatory controls, planning activities by Nelson City Council and possible designation of a new route. Options for improvements on Rocks Road, dependent on the final location of the state highway. An assessment of the wider economic benefits of the preferred new route option.
Links to detailed information	<p>http://www.nzta.govt.nz/projects/nelson-southern-link</p>



Activity Name	State Highway 60 Motueka Investigation
Activity Description	State Highway 60 is classified as a regional state highway. SH60 passes through Motueka town centre. A mixture of residential and commercial development occurs along SH60 through the town. High Street carries 13,000 AADT. There is considerable seasonal variation in traffic, with around 16,000 vehicles per day in summer, and 12,000 in winter. The SH60 Motueka Strategic Case highlighted the potential for short to medium term improvements to the pedestrian crossings and a number of intersections and supported further investigation.
Key Problems Issues	<ul style="list-style-type: none"> Traffic growth and competing interests result in delays and through traffic using suburban roads. Pedestrian movements across the road are creating confusion, congestion and safety issues. High traffic volumes and poor intersection layouts are encouraging drivers to take risks.
Activity Objectives	<ul style="list-style-type: none"> maintain the current level of service (LoS) for through traffic on High Street (SH60) until at least 2024; improve the current LoS on side roads at key High Street (SH60) intersections until at least 2024; improve the safety of pedestrians on High Street (SH60) by reducing the number of pedestrian injury crashes; improve road safety on High Street (SH60) by reducing the number of vehicular injury crashes. <p>The following benefits have been identified;</p> <ul style="list-style-type: none"> Improved journey time reliability; Improved pedestrian safety, and Improved road user safety.
Activity link to Regional Objective	<ol style="list-style-type: none"> A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region Communities have access to a resilient transport system Communities have access to a safe transport system
Activity status	The detailed business case is underway and expected to be released in early 2018. The next phases, pre-implementation (design) and implementation (construction), are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh60-motueka-investigation/



Activity Name	SH6 Blenheim to Nelson Improvements
Activity Description	State Highway 6, the Blenheim to Nelson corridor is approximately 110km long and is classified as a regional state highway. The corridor forms the primary link between Blenheim and Nelson, as well as Picton and Nelson. The corridor provides a key linkage between the freight and passenger vehicle ferry terminal at Picton and the Nelson, Motueka and Golden Bay areas. Traffic volumes range from 3,000 AADT to 11,000 approaching Nelson and 7,000 approaching Blenheim.
Key Problems Issues	<ul style="list-style-type: none"> The high variation (alignment / topography) of the state highway from Rai Valley to Nelson results in predominantly run off road type crashes with a likelihood of high severity of injury. The higher speed environment from Blenheim to Rai Valley coupled with higher traffic volumes, urban environments, tourist activities and intersections results in a high number of crashes of varying types. The possibility of a low probability high impact event affecting SH6 risks impacting and isolating some communities for long periods.
Activity Objectives	The following benefits have been identified; <ul style="list-style-type: none"> Improved safety along the SH6 Blenheim to Nelson corridor. Maintaining a high level of accessibility to communities connected to the SH6 Blenheim to Nelson corridor in a low probability high impact event.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	A detailed business case is underway and expected to be released mid- 2018. The next phases are subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh6-blenheim-to-nelson/



Activity Name	State Highway 60 Richmond to Appleby Safer Corridor
Activity Description	State Highway 60 is classified as a regional state highway route to Motueka. It has a critical freight and tourism task; it services horticultural, viticultural, pastoral farming, and forestry exports while providing tourist access to Golden Bay and the Abel Tasman and Kahurangi National Parks. With development in Motueka, Mapua and Coastal Tasman traffic volumes have increased especially in the AM and PM peak and are in the order of 11,000 AADT. There have been a number of death and serious injuries accidents in recent years that have resulted for the additional traffic.
Key Problems Issues	<ul style="list-style-type: none"> Inconsistent road environments are not capable of meeting current and future user requirements, compromising safety and effectiveness.
Activity Objectives	The following benefits have been identified; <ul style="list-style-type: none"> Improved road user safety, Dependable freight supply chain, Improved community safety and well-being.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The strategic business case was underway and was expected to be released in early 2018. This is now being re-scoped given the changes in the IAF.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations



Activity Name	State Highway 60 Motueka to Collingwood Safer Corridor
Activity Description	State Highway 60 is classified as a primary collector route North of Motueka. It has a critical freight and tourism task; it services horticultural, viticultural, pastoral farming, and forestry exports while providing tourist access to Golden Bay and the Abel Tasman and Kahurangi National Parks. Traffic volumes are 1,300 AADT on the Takaka Hill. Recent storm events have closed this route for 4 weeks cutting off the only road access for Golden Bay communities.
Key Problems Issues	<ul style="list-style-type: none"> • Inconsistent road environments are not capable of meeting current and future user requirements, compromising safety and effectiveness. • A low-risk, high impact event affecting Takaka Hill and SH60 bridges may cause community isolation and significant economic loss. • Future traffic and road user growth will exacerbate Motueka’s town centre as a traffic chokepoint.
Activity Objectives	The following benefits have been identified; <ul style="list-style-type: none"> • Improved road user safety, • Dependable freight supply chain, • Improved community safety and well-being.
Activity link to Regional Objective	3) Communities have access to a resilient transport system 4) Communities have access to a safe transport system
Activity status	The strategic business case was underway and was expected to be released in early 2018. This is now being re-scoped given the changes in the IAF.
Links to detailed information	http://www.nzta.govt.nz/projects/tasman-transport-investigations



Activity Name	Saxton Growth Area Transport Project
Activity Description	Traffic volumes in Stoke and Richmond have increased as a result of new residential and commercial developments. This is causing increased congestion, especially at peak times at the three roundabouts on Salisbury Road, Champion Road, Main Road Stoke and SH6. Land has been rezoned for housing and a Housing Accord signed with the Government to address concerns about housing supply. Allowing Special Housing Areas to be developed is a priority for Nelson City Council and the Government and the Saxton area is a location of focus that will enable Nelson City to meet its responsibilities under the National Policy Statement on Urban Development Capacity.
Key Problems Issues	Limited network connectivity and increasing travel demand is restricting development of new housing and causing unreliable peak hour journeys in and around the Stoke area.
Activity Objectives	The following benefits have been identified; <ul style="list-style-type: none"> • Efficient use of the network hierarchy, • Enable residential development.
Activity link to Regional Objective	1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 3) Communities have access to a resilient transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	The Hill Street Extension is underway with the Programme Business Case for the wider Stoke area completed in 2017 and the Detailed Business Case for the Hill Street Extension initiated in 2017/18. The next phases are subject to the findings of the Detailed Business Case, Richmond NOF and the 2018-21 NLTP.
Links to detailed information	N/A



Activity Name	SH1 Picton Port Access Improvements
Activity Description	The SH1 Picton to Christchurch programme business case identified the potential for improvements to the state highway access to the Picton port.
Key Problems Issues	Address conflicts in urban centres and towns through intersection improvements, crossing improvements, traffic and parking management.
Activity Objectives	The following benefit has been identified; <ul style="list-style-type: none"> • Improved access and amenity for communities and tourists
Activity link to Regional Objective	<ol style="list-style-type: none"> 1) A sustainable transport system that is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region 2) Supporting economic growth through providing better access across the Top of the South’s key journey routes 4) Communities have access to a safe transport system
Activity status	The next phase, a detailed business case, is subject to the 2018-21 NLTP.
Links to detailed information	http://www.nzta.govt.nz/projects/sh1-picton-to-christchurch/



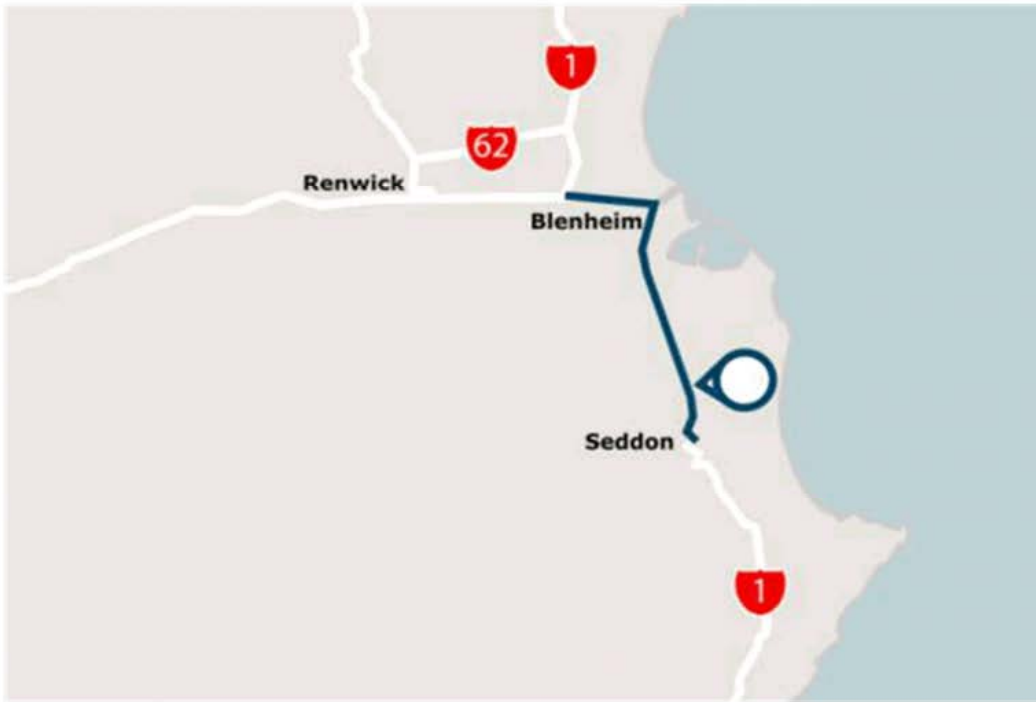
Activity Name	SH1 Koromiko Valley pathway (Picton to Spring Creek)
Activity Description	The proposed 30km off road pathway is to be cycle and walking friendly. It will have an appropriate gradient and sufficient points of interest to promote recreational and tourist cycling within Picton and Blenheim and the small communities along the way.
Key Problems Issues	<ul style="list-style-type: none"> Safeguard pedestrians and cyclists by separating them from the high speed traffic along State Highway 1.
Activity Objectives	<p>The following benefits have been identified;</p> <ul style="list-style-type: none"> Encourage more people to cycle and walk; many of whom lack the skills and confidence to cycle on busy SH1, Provide an easier gradient off-road alternative for the whole community and visitors to cycle and walk parts, or all, of the route between Picton and Blenheim, Promote cycle tourism businesses such as one-way cycle hire, guides, cycle servicing, accommodation and food provisioning along the route.
Activity link to Regional Objective	<p>3) Communities have access to a safe transport system</p> <p>5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs</p>
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



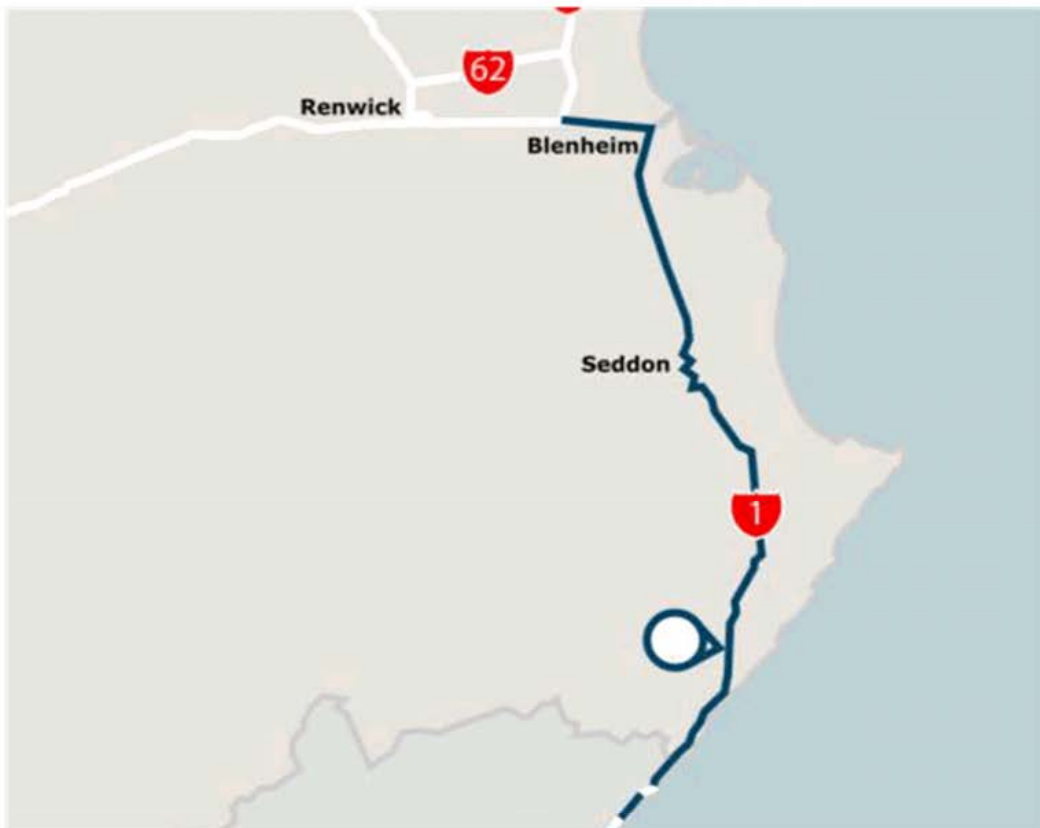
Activity Name	SH6 Nelson to Richmond Safe Systems Enhancements
Activity Description	This project seeks to deliver Safer Corridor treatments to reduce pedestrian and cyclist road trauma managed to within Safe System (Harm minimisation) limits. This project is within the High Risk Active Road User programme which aims to target corridors with a high proportion of crashes involving pedestrians and cyclists. This corridor is also a high-risk motorcycle route.
Key Problems Issues	Safeguard pedestrians and cyclists providing improved facilities
Activity Objectives	N/A
Activity link to Regional Objective	4) Communities have access to a safe transport system 5) Communities have access to a range of travel choices to meet their social, economic health and cultural needs
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



Activity Name	SH 1 Blenheim to Seddon Safe System Enhancements
Activity Description	N/A
Key Problems Issues	N/A
Activity Objectives	N/A
Activity link to Regional Objective	4) Communities have access to a safe transport system
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



Activity Name	SH1 Blenheim to Kaikoura Safe Systems Enhancements
Activity Description	N/A
Key Problems Issues	N/A
Activity Objectives	<ul style="list-style-type: none"> N/A
Activity link to Regional Objective	Communities have access to a safe transport system
Activity status	An investigation hasn't yet commenced. Commencement is subject to the 2018-21 NLTP.
Links to detailed information	N/A



Appendix 6 - Compliance with Section 14 of the Act – Alternative Objectives and National Energy Efficiency and Conservation Strategy

Alternative Objectives

Before a Regional Transport Committee submits a RLTP to a regional council for approval it must, in accordance with section 14(b) of the Act, consider alternative objectives that would contribute to the purpose of the Act as well as the feasibility and affordability of those alternative objectives.

The Regional Transport Committee considered alternative objectives that would contribute to the purpose of the Act. At one end of the scale it has considered fully adopting aggressive travel demand management measures by way of supporting the introduction of parking charges in the many shopping centres within Tasman and introducing additional bus services, and at the other end of the spectrum road building for improved capacity. Both options were investigated between Richmond and Nelson in 2010 during the Arterial Traffic Study and more recently for the Nelson Southern Link Investigation. The modelling showed in both cases that neither option is likely to result in an affordable or resilient network between Richmond and Nelson.

National Energy Efficiency and Conservation Strategy

The National Energy Efficiency and Conservation Strategy sets out three transport objectives in the strategy relating to reducing the need for travel, improving the energy performance of the transport and improving the uptake of low energy transport options. The committee has taken these into account when preparing the programme. Several of the programme's proposed activities are expected to support improvements in energy efficiency – those promoting less energy-intensive modes of transport such as a new ride share programme, extension of the public transport network in Richmond, walking and cycling infrastructure and those improving traffic flow.

Appendix 7 - Relationship with Police Activities

Section 16 6(b) of the Land Transport Management Act requires the RLTP to include an assessment of the relationship of Police activities to the RLTP.

The Draft 2018 GPS proposes an investment in the order of \$330 million in road policing every year. The Road Policing Investment framework is the document that describes the relationship between the Police and the Transport Agency, who are funded to undertake activities that give effect to the outcomes stated in the GPS.

For the Police to be successful within the safe system approach, it works with road safety partners, including local authorities, to understand all of the risk factors. Examples of where Police can be involved are through engagement with the following:

- In the business case approach to project development
- In Regional and Technical Advisory Groups
- The one network journey approach
- Road safety action planning

The Police have a highly valuable voice that is essential to inform land transport planning and investment decision making. The most tangible and practical current opportunities to influence road transport outcomes, and road controlling authority decisions and delivery for 2015-21 are to participate in the early phases of the business case approach that is used to test pressures on the transport system and the need for responses at regional government levels.

The Transport Agency has asked the police to work with the Regional Councils through the Regional Transport Committees to identify at least two issues of significant risk in the regions. It is expected these key priorities will be:

- Evidence based
- In alignment with any business case development
- To be agreed across the regions
- To be delivered as part of the regional journey approach

The Policing district of Tasman covers the regional boundaries of Tasman, Nelson and Marlborough, therefore development of the priorities should be common to all three regional Councils.

In support of the 2018–21 programme, a number of national priorities have been identified that will run parallel to any regionally identified issues. These priorities include:

- Speed management programme – addressing safer speeds in the context of the safer journey action plans
- One network road classification – how this will assist with the prioritisation of planning road policing
- Journey management – dealing with unplanned activities such as crashes, network failures or road blockages
- Freight management – working to improve the safety of the heavy vehicle fleet in order to realise economic and environmental benefits

In the Top of the South, the direct partnership with the Police primarily involves road safety action planning along with the local road controlling authorities, ACC, the Transport Agency and the local health board. The focus of this work is on the main risk areas of motorcyclists, older drivers, youth drivers and cyclists. Additional Police support is provided for Crash Reduction Studies and Safety Audits with a Police representative on each of the study teams along with consultant and road controlling authority members.



Appendix 8 - Consultation

When preparing a RLTP every Regional Transport Committee:

- (a) Must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and
- (b) May use the special consultative procedure specified in section 83 of the Local Government Act 2002.

2014/15 RLTP Development

The following steps were undertaken in the development of this RLTP:

- (a) Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and submitted a draft RLTP to the Transport Agency after 30 September 2014. The Transport Agency provided feedback on the draft RLTP;
- (b) Following public hearings and deliberations on the submissions, a final RLTP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;
- (c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 April 2015; and
- (d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 01 July 2015.
- (e) The final version of the RLTP will be completed by 30 July 2015

Consultation on the Draft Nelson Regional Transport Plan, including the Nelson Regional Public Transport Plan, commenced on 21 November 2014. The consultation period closed at 5:00 pm on 22 December 2014.

2017/18 Mid-Term Review

The mid-term of the regional land transport plan was undertaken during the six-month period immediately before the expiry of the third year of the plan. As changes were made to the plan that triggered the significant policy consultation was undertaken.

The following steps were undertaken in the mid-term review of this RLTP:

- (a) Each of the councils' Regional Transport Committees carried out an assessment of those activities requiring prioritisation and undertook consultation;
- (b) Following public hearings and deliberations on the submissions, a final RLTP was developed by each Regional Transport Committee and submitted to the respective council for adoption prior to submission to the Transport Agency;
- (c) If any of the councils wish to seek amendments it can submit to the Transport Agency an unapproved RLTP, along with an explanation it has not approved the RLTP. That council is then required to submit the RLTP to the Transport Agency by 30 June 2018; and
- (d) The Transport Agency will consider the RLTP and issue its National Land Transport Programme by 31 August 2018.
- (e) The mid-term review of the RLTP will be completed by 30 September 2018

Appendix 9 – Glossary of Terms

In this document, unless otherwise stated, the following words are defined as stated:

The Act means the Land Transport Management Act 2003

Activity -

(a) means a land transport output or capital project; and

(b) includes any combination of activities

Approved organisation means a council or a public organisation approved under section 23 of the Land Transport Management Act 2003

District means the district of a territorial authority, i.e. Marlborough, Nelson or Tasman

Economic development – quantified by wellbeing measurements i.e. personal and household income, education levels and housing affordability.

Economic growth – measured by Gross Domestic Product (GDP)

Fund means the national land transport fund

GPS means the Draft Government Policy Statement on land transport 2018/19 – 2027/28

HPMV means high productivity motor vehicle(s)

Inter-regional means across the three districts of Marlborough, Nelson and Tasman (**Top of the South**)

Land transport options and alternatives includes land transport demand management options and alternatives

Lifeline route – a means or route by which necessary supplies are transported or over which supplies must be sent to sustain an area or group of persons otherwise isolated.

LTSV – The New Zealand Transport Agency’s Long Term Strategic View, identifies long term pressures and priority issues and opportunities.

Mid Term Review - a review of the Regional Land Transport Plan during the 6-month period immediately before the expiry of the third year of the plan as required by section 18CA of the Land Transport Management Act 2003.

NLTP – National Land Transport Programme

NLTF – National Land Transport Fund

NZTA - New Zealand Transport Agency

ONRC – One Network Road Classification

RLTP – Regional Land Transport Plan

RPTP – Regional Public Transport Plan

Road Controlling Authority—in relation to a road, means the Minister, department of State, Crown entity, State enterprise, or territorial authority that controls the road.

RTC – Regional Transport Committee

Safe System Approach - The Safe System approach recognises that people make mistakes and are vulnerable in a crash. It reduces the price paid for a mistake so crashes don't result in death or serious injuries.

SH means State Highway.



South Island Regional Transport Committee Chairs Group - Established in 2016 for the purpose of significantly improving transport outcomes in the South Island through collaboration and integration.

Sustainability - When a sustainable land transport system is referred to it is considering the following three objectives:

- **Economy** – support economic vitality while developing infrastructure in a cost-efficient manner. Costs of infrastructure must be within a community’s ability and willingness to pay. User costs, including private costs, need to be within the ability of people and households to pay for success.
- **Social** – meet social needs by making transportation accessible, safe and secure; including provision of mobility choices for all people (including people with economic disadvantages); and develop infrastructure that is an asset to communities.
- **Environment** – create solutions that are compatible with the natural environment, reduce emissions and pollution from the transportation system, and reduce the material resources required to support transportation.

Top of the South Region means the geographical area of the three unitary authorities of Nelson, Tasman and Marlborough.



7.1 REGIONAL LAND TRANSPORT PLAN (MID TERM REVIEW) DELIBERATIONS REPORT

Decision Required

Report To:	Tasman Regional Transport Committee
Meeting Date:	9 May 2018
Report Author:	Drew Bryant, Activity Planning Advisor - Engineering Services
Report Number:	TRTC18-05-01

1 Summary

- 1.1 The Tasman Regional Land Transport Plan contains the region's strategic objectives focusing on land transport along with the funding requirements to maintain and manage the road network.
- 1.2 The Regional Land Transport Plan has been developed in collaboration with the other Top of the South councils and the New Zealand Transport Agency (NZTA). The Draft Plan was consulted on between 19 January 2018 and 23 February 2018.
- 1.3 This report summarises the key matters raised in the consultation of the Regional Land Transport Plan. It recommends changes on a number of issues identified throughout the consultation period.
- 1.4 Ninety five submissions were accepted. Twenty one submitters asked for their submissions to be heard.
- 1.5 A majority of the submissions addressed safety concerns on State Highway 60 between Three Brothers Corner and the Mapua turn-off (Appleby/Coastal Highway). Other themes of the submissions included requests for:
 - Additional walking and cycling infrastructure;
 - Expanded public transport;
 - Addressing congestion in Richmond and Motueka;
 - Improved road safety.
- 1.6 The Ministry of Transport has recently updated the draft 2018 Government Policy Statement (GPS) on land transport. The Draft GPS has two new strategic priorities of *safety* and *access* with supporting priorities of *value for money* and *environment*.
- 1.7 The Regional Land Transport Plan has been updated to take into account:
 - Submissions
 - Changes to the new Draft GPS to priorities, activities and funding.
 - A revised NZTA work programme.
 - Minor editorial changes.

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- 1.8 Priority of activities changes made as part of the consultation process include:
- Moving 'SH60 Richmond to Upper Takaka Safety and Resilience Improvements' from ranking 7 to ranking 4;
 - Moving 'SH60 Motueka Investigation' from ranking 4 to ranking 5;
 - Moving 'Nelson and Richmond Urban Optimisation (NOF)' from ranking 5 to ranking 7;
 - Removal of the 'Hill Street Extension'.
- 1.9 Funding changes made as part of the consultation process include:
- Moving the Berryfield/Lower Queen Intersection Upgrade (\$990,000) project servicing development in Richmond West in the low cost low risk activity from 2025/26 to 2023/24;
 - Moving the Borck Creek Shared Ford (\$673,700) project servicing development in Richmond West in the low cost low risk activity from 2026/27 to 2023/24.
 - Moving the Champion/Salisbury Route Improvement (\$899,000) project in the low cost low risk activity from 2021/22 to 2019/20;
 - Adding a Public Transport Study (\$60,000) alongside Nelson City Council in the Land Transport Planning activity in 2019/20.
- 1.10 The final Regional Land Transport Plan will be submitted to the NZ Transport Agency to meet their 30 June 2018 deadline after its adoption by the Council. The Council meets on 24 May 2018.
- 1.11 All members of the committee may deliberate on the submissions and proposed changes to the RLTP. However, only the statutory members of the committee can vote on adopting the plan.
- 1.12 The situation leading up to this report being completed was rapidly evolving as a consequence of a revised NZTA programme, the need to coordinate between the Top of the South Councils, and Council's own Long Term Plan deliberations. As a result, some aspects of this report or the RLTP may need to be updated when they are considered at the Regional Transport Committee meeting. Staff will present to the committee at the meeting, providing a comprehensive summary of all changes, and bring the committee up to date with any further recommended changes.

2 Draft Resolution

That the Tasman Regional Transport Committee

- 1. receives the Regional Land Transport Plan (Mid Term Review) Deliberations Report TRTC18-05-01; and**
- 2. recommends to the Full Council that it approves the Regional Land Transport Plan (Attachment 1); and**



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3. **authorises the Regional Transport Committee Chair and Engineering Services Manager to make changes to the Regional Land Transport Plan before submitting it to Full Council for approval to reflect:**
 - (a) **changes to the Regional Land Transport Plan (Attachment 1); that are agreed to by the committee and recorded in the minutes of this meeting; and**
 - (b) **minor editorial changes; and**
4. **recommends that the Full Council submits the Regional Land Transport Plan to the New Zealand Transport Agency by 30 June 2018.**



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3 Purpose of the Report

- 3.1 The purpose of this report is to:
- Provide a summary on submissions to the Draft Regional Land Transport Plan and the Draft Regional Public Transport Plan.
 - Provide the committee members with the opportunity to discuss and obtain advice from staff on the matters raised in the submissions.
- 3.2 This report requests that:
- the Tasman Regional Transport Committee recommends the final Regional Land Transport Plan to the Full Council in order to approve its adoption; and
 - the Tasman Regional Transport Committee recommends to the Full Council that it submits the plan to the New Zealand Transport Agency (NZTA) to seek funding from the National Land Transport Fund (NLTF).

4 Background

- 4.1 The RLTP contains the region's strategic objectives focusing on land transport. The plan also includes the Council's and NZTA's regional transport programme for ten years. The Council is required (under the Land Transport Management Act 2003) to adopt a RLTP every six years. The RLTP works programme is reviewed every three years. The Council is required to carry out the three-yearly mid-term review by 30 June 2018.
- 4.2 The RLTP provides the mechanism for the Council to seek funding from the NLTF through submission of its work programme to NZTA.
- 4.3 The NZTA and the Department of Conservation (DoC) are required under the Land Transport Management Act 2003 to use the Council's RLTP as the mechanism for seeking funding for their projects.
- 4.4 The RLTP's two components are:
- Regionally focused key issues, objectives and strategic responses for the Top of the South Councils (Nelson, Marlborough and Tasman) and NZTA that have been jointly developed; and
 - A locally focused key issues, objectives, policies and the formal work programme for land transport for Tasman District Council, NZTA and DoC.
- 4.5 For this mid-term review, DoC's roads are included for the first time to enable them to access subsidy funding from the National Land Transport Fund.
- 4.6 The Top of the South councils work collaboratively on land transport issues. Staff from each Council and NZTA work within a Technical Advisory Group (TAG) to assist in the development of the Top of South issues and priorities.
- 4.7 The Tasman Regional Transport Committee approved the Draft Regional Land Transport Plan – Mid Term Review and the Draft Regional Public Transport Plan for public consultation at its meeting on 27 November 2017.


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- 4.8 Submissions opened on 19 January 2018 and closed on 23 February 2018.
- 4.9 Ninety five submissions were accepted. One submission relating to aviation activity over Motueka was declined and referred to the Environment & Planning Manager for response.
- 4.10 Nelson City Council made a submission (17660) which included submissions they received during their consultation period of their RLTP that were relevant to the Tasman RLTP. This submission has been counted as a single submission, but requests have been counted separately.
- 4.11 Twenty one submitters presented their submissions at the RTC meeting held on 19 March 2018.
- 4.12 A majority of the submissions were from residents concerned with the safety of the Appleby/Coastal Highway. Almost all submissions relating to the Appleby/Coastal Highway asked for the speed to be reduced and for safety changes to the road environment including:
- Road and Waimea River bridge widening;
 - Addition of dedicated cycle lanes including on the Waimea River bridge;
 - Addition of turning lanes or merging lanes;
 - Changes to the road marking;
 - Additional policing of the road including speed cameras;
 - Signage that warns users of the dangers associated with the road;
 - Roundabouts at key intersections;
 - Longer or more passing lanes;
 - Excluding slow vehicles or having secondary side roads;
 - Central barriers.
- 4.13 Along with State Highway 60 safety concerns, submissions focused on a range of topics including:
- Expansion of bus services to Wakefield, Brightwater, Motueka, Mapua and around Richmond;
 - Improvement in active transport modes around the District;
 - Traffic growth;
 - Changes to the Tasman Resource Management Plan;
 - Speed restrictions;
 - Better use of sea transport;
 - A broad range of road safety changes, from 3-star kiwi-RAP ratings to discouraging overseas visitors from using self-drive vehicles.
- 4.14 Nelson City Council presented a submission which was made up of the combined submissions they received to their review of the Nelson Regional Land Transport Plan that



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were relevant to the Tasman Regional Land Transport Plan. Most of these submissions addressed bus services or walking and cycling in Richmond.

- 4.15 Nelson City Council (17660) also supported projects that Tasman had included in the RLTP, strongly support investment in public transport and advised that they would be renaming the 'Hill Street Extension' activity to 'Saxton Growth Area Transport Project'.
- 4.16 The Council has also recently undergone consultation on the Long Term Plan (LTP). One hundred and twenty three (123) submitters commented on Transportation projects in the LTP, with a number commenting on more than one project. The general themes covered in LTP submissions included:
- Sixty-eight (68) submitters in support of Pohara to Takaka cycleway;
 - Sixteen (16) submitters expressed support for cycleways in general;
 - Seven submitters requested improved public transport;
 - Five submitters expressed support for the Great Taste Trail;
 - Two submitters requested that projects around Richmond West be brought forward;
 - One submitter requested that the Champion/Salisbury intersection work be brought forward.
- 4.17 The individual LTP submissions have not been included in this report, but staff recommendations made in relation to the LTP consultation will be considered.
- 4.18 The Government signaled in November 2017, that they would make changes to the Government Policy Statement (GPS) on transportation. In March, a new GPS was released, and in April, NZTA updated the Investment Assessment Framework (IAF) to give effect to the GPS.
- 4.19 All these recent changes have required staff making last minute updates to the RLTP. This report was written prior to NZTA publishing the State Highway Investment Programme (SHIP). Staff will present on changes to the RLTP that is required by an updated SHIP at the meeting on 9 March 2018.

5 Government Policy Statement on Transport

- 5.1 The Land Transport Management Act 2003 requires the Tasman Regional Transport Committee to develop the RLTP to be consistent with the Government Policy Statement on Land Transport (GPS).
- 5.2 The GPS sets out national land transport objectives and the outcomes the Government wishes to achieve from allocation of the National Land Transport Fund.
- 5.3 A Draft GPS was released in February 2017 by the previous Minister of Transport and the draft RLTP approved for community consultation was based on that 2017 document.
- 5.4 On 14 March 2018, the Draft GPS 2018 was re-released to reflect the Government's transport priorities. The Draft GPS 2018 includes the following key strategic priorities; That the transport system:



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- Is a safe system, free of death and serious injury;
 - Provides increased access to economic and social opportunities;
 - Enable transport choice;
 - Is resilient.
- 5.5 Along with the key strategic priorities, the Draft GPS 2018 includes the following supporting strategic priorities; That the transport system:
- Reduces the adverse effects on the climate, local environment and public health;
 - Delivers the right infrastructure and services to the right level at the least cost.
- 5.6 The Ministry of Transport (MoT) will release a second stage of the GPS in 2019 for the Government to fully realise their direction for transport investment. This is to allow the MoT to review rail, develop a road safety strategy and account for recommendations by the independent Climate Change Commission.
- 5.7 NZTA has subsequently released a Draft Investment Assessment Framework (IAF) and Transport Agency Investment Proposal (TAIP).
- 5.8 The IAF creates a framework around the assessment of funding proposals to reflect the new direction of the GPS. Projects have now been reassessed to determine their respective new priority.
- 5.9 The Draft GPS key strategic priorities compliments the key issues and responses in the Tasman Transportation Activity Management Plan (AMP). The AMP key issues can be mapped to the GPS strategic issues and are shown in the table below.

Transportation AMP Key Issue	GPS Strategic Priority
Population growth leading to traffic delay	Access: provides increased access to economic and social opportunities
Aging population creating transportation diversification demand	Access: enables transport choice and access
Commercial growth accelerating asset damage	Value for Money: delivers the right infrastructure and services to the right level at the best cost
Natural hazards results in service disruptions	Access: is resilient

- 5.10 It is recommended that the all references in the RLTP to the previous Draft GPS be updated to reflect the intent and priorities of the revised Draft GPS. Refer to section 11.2 for specific changes to the document.

6 Transport Agency Investment Proposal



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- 6.1 The TAIP (previously called the State Highway Investment Proposal) outlines the activities that NZTA will undertake on the state highway network. This makes a number of changes to the state highway activities.
- 6.2 NZTA have removed the following activities within the Tasman District from the TAIP:
- SH60 Motueka Investigation
 - Nelson and Richmond Urban Optimisation (NOF)
 - SH65 Hutchinson Bridge
- 6.3 NZTA have included the following new activities within the Tasman District in the TAIP:
- SH6 Wakefield to Richmond Safer Corridor
 - SH6/63 I/S to Lamb Valley Road Safety Management
 - SH6 south of Tapawera Safer Corridor
- 6.4 NZTA have split 'SH60 Richmond to Upper Takaka Safety and Resilience Improvements' into three sections. Detail on these activities are addressed in section 7 below.
- 6.5 SH60 Motueka Investigation is currently in development, with NZTA already completing the business case, consultation with the community and identification of options. The objectives of the activity were safety and access, which has good alignment with the GPS. Consultation of the RLTP and the LTP, highlighted that Motueka residents saw traffic through Motueka interacting with local residents as being a key issue.
- 6.6 It is recommended that the RLTP retain the SH60 Motueka Investigation activity. Staff will work with NZTA to bring this activity into the TAIP.
- 6.7 Nelson and Richmond Urban Optimisation (NOF) is currently in progress. The study is currently tendering the network modelling work. Whilst this activity has been removed from the TAIP, funding for the current financial year should enable the study to be completed. It is envisaged two activities in the Nelson part of TAIP (SH6 Nelson to Richmond Safe Systems Enhancements and Nelson Southern Link) could address outcomes of the study.
- 6.8 SH65 Hutchinson Bridge has also been removed. Given the safety of the single lane bridge and the poor visibility on the Northern approach, staff recommend that this is retained in the RLTP.
- 6.9 None of the activity changes proposed in the TAIP for Tasman nor the staff recommendations require consultation under the significance policy.
- 6.10 Nelson and Marlborough have significant activity changes under the TAIP. These changes are likely to require Nelson and Marlborough to undertake consultation to be included. At the time of writing this report we are not aware how they will be undertaking this.
- 6.11 All Top of the South projects have been assessed by staff to indicate a relative priority. Previously the priority of the activities was determined through numerical ranking from 1 to 10. Staff have changed this to use a three tier priority rank. 'A' is the highest priority and 'C' is the lowest priority.


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7 State Highway 60 Safety

- 7.1 Sixty-three (63) submissions commented on safety of State Highway 60 between Three Brothers Corner and the Mapua turn-off.
- 7.2 Forty-eight (48) submitters requested that the speed be reduced with a majority of those indicating that 80km/h was more appropriate for the road environment.
- 7.3 Thirteen (13) submitters requested that turning lanes or merging lanes are added to the road to prevent traffic from stacking up behind turning vehicles and queues on side roads from turning vehicles waiting for a safe gap. One submitter (17540) described the stress and the feeling of their life being at risk when waiting in the middle of the road with heavy trucks passing on both sides.
- 7.4 Twelve (12) submitters requested that signage be improved or changed to ensure that people are aware that they are entering a dangerous area that has a high crash rate.
- 7.5 Nine submitters requested that visibility be improved at intersections, citing power poles, vegetation and turning vehicles as impediments to safe maneuvering. Submitter (17621) refuses to use the Redwood Road intersection with the State Highway due to not having the distance to see the approaching traffic.
- 7.6 Nine submitters requested that the State Highway road width be increased to either increase shoulders to limit the consequences of leaving the lane, add an additional lane on each side or have space for slow vehicles to use the road without holding up regular traffic.
- 7.7 Seven submitters requested that a dedicated cycle lane including a lane on the Waimea Bridge be added to allow cyclists to safely use the route. One submitter (17618) pointed to the region having the highest level of cyclists in the country and indicated that a lack of connected cycleways prevent less confident cyclists from travelling.
- 7.8 Seven submitters requested roundabouts at key intersections. One submitter (17629) suggested a roundabout the same size and design as that on State Highway 1 at Pegasus turn-off or Three Brothers Corner as being appropriate for allowing good State Highway flow.
- 7.9 Submitters made several other requests to improve the safety of State Highway 60 which included:
- Bring the programme of works detailed in the draft RLTP forward;
 - Adding more or increasing the length of the passing lanes;
 - Excluding slow or agricultural vehicles from using this section of road;
 - Central barriers;
 - Higher level of policing including using speed cameras;
 - Dedicated bus pick up and drop off zones;
 - Removing central merging lanes;
 - Driver education.



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- 7.10 The RLTP had an activity that has been described as 'SH60 Richmond to Upper Takaka Safety and Resilience Improvements.' This activity had a budget of \$30,050,552 and was in the 'Detailed Business Case' phase.
- 7.11 The new TAIP has made changes to this project to split this one project into three:
- SH60 Richmond to Appleby Safer Corridor
 - SH60 Richmond to Motueka Safer Corridor
 - SH60 Motueka to Collingwood Safer Corridor
- 7.12 Due to this change in the activity and the previous work only being in the Detailed Business Case phase, it is too early to determine what, if any works will be undertaken.
- 7.13 The activities align well with the Draft GPS and the revised IAF and address road safety between Three Brothers Corner and Mapua turn-off and resilient access across Takaka Hill.
- 7.14 NZTA have assessed these activities as priority 5 and 6 in the new TAIP. Staff believe the priority should be higher than this based on recent accident trends and road closures.
- 7.15 Irrespective of NZTA's assessment of priority, there will need to be a detailed business case assessment to justify funding any works. This work is time consuming with at least two further phases prior to works being undertaken. It is unlikely this activity could be advanced to make implementation within the next year.
- 7.16 It is recommended that staff continue the process of reviewing the speed on the Appleby/Coastal Highway with the intent of reducing the speed limit to reduce the consequences in the event of an accident. Refer to section 12.3 for specific interventions.
- 7.17 It is recommended that the priority of existing projects that will make safety improvements to the Appleby/Coastal Highway be lifted in the RLTP. Refer to section 12.4 for specific changes.

8 Public Transport

- 8.1 Thirty one (31) submissions commented on extending or creating new public transport service within the District. Of these requests, 15 came from the submissions attached to the single submission from Nelson City Council and focus on extension of Nelson's existing public transport service further afield. Seven submitters to the LTP requested improved public transport services.
- 8.2 Eight submitters requested a bus service from Wakefield going through Brightwater into Richmond and Nelson. A further four requested a Mapua/Appleby service going through Richmond into Nelson. One submission (17690) requested that a trial of an express service be undertaken from Wakefield to Nelson as the only true method of determining patronage.
- 8.3 Three submitters supported the proposed Richmond loop service and a further two proposed an extension to the existing Nelson service to include a larger area in Richmond than the current service. One submission (17265) requested that a loop service be created around Richmond to cater for expected growth but also to service existing retirement clusters like Waimea Village.



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- 8.4 Four submitters requested that there be park and ride facilities. One submission (17634) requested that along with commuter bus services from settlements like Wakefield, Brightwater, Upper Moutere and Mapua that there parking facilities. Another submission (17080, part of the Nelson City Council submission) requested that park and ride facilities be added to the Richmond Mall and WOW in Nelson.
- 8.5 One submitter (17690) requested a specific bus lane or a clearway for buses and trade vehicles. According to the submission, the bus lane would compliment an express service and make it desirable to queuing in traffic. Trade vehicles would make economic savings from minimising delays with single occupancy commuter traffic.
- 8.6 In 2017 the Council undertook a study into the viability of a commuter service from Wakefield and Motueka into Richmond and Nelson. This was in response to a petition signed by 1000 Wakefield residents. The results indicated that this type of service was unlikely to be viable.
- 8.7 Motueka and Wakefield are two of the largest settlements within commuting distance to Richmond/Nelson. The study showed they were unlikely to be viable and therefore smaller settlements were also unlikely to be viable. The study concentrated on a commuter service to address the specific nature of the petition. No inter-peak service was investigated.
- 8.8 The 2017 study also investigated the viability of a loop service around Richmond. The study showed that such a service could be viable and was worthy of further consideration or a trial service. A Richmond loop service has been included in the Transportation AMP and the RLTP. Specifics of where such a service would travel were to be determined in 2018/19 with the trial service to begin in 2019/20.
- 8.9 In addition to this RLTP submission process, several opportunities that the community have had to provide feedback has indicated a high desire for public transport services beyond those that currently service Richmond. There is particular interest from youth and the elderly who cannot drive.
- 8.10 It is recognised that there is a high public interest in providing public transport services for a wider portion of the population in the District. Previous studies have indicated that there was not the population to support commuter services to the settlements. It is recognised that the studies were very specific in-line with addressing the request of a petition.
- 8.11 The Government has indicated that supporting public transport services were a key strategic priority. This may mean a change in the fare-box policy to support new public transport services.
- 8.12 Nelson City Council is seeking to make changes to its public transport services to encourage higher patronage and achieve better living and environmental outcomes. Nelson and Tasman transport systems are linked due to commuters traveling both directions across the boundary with Richmond and Nelson experiencing delays.

9 Walking and Cycling

- 9.1 14 submissions commented on making changes to walking and cycling in the District. Seven of these were on a cycling link on State Highway 60 between Three Brothers Corner and the Mapua turn-off and have been commented on above.



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- 9.2 Two submissions requested greater or better planning for pedestrians and cyclists within the District. One submission (17693) discusses development designed to suit vehicular transport at the expense of other forms of transport. Another submission (17636) requested cycling interventions as a priority in Motueka along with parking.
- 9.3 One submission (17690) requested that 30km/h shared zones with appropriate planting and trees become a default for all new subdivisions.
- 9.4 A number of other submitters requested improvements like covered bike parking in town centres, sealing the entire length or large sections of Tasman's Great Taste Trail, marking all pedestrian crossing points with refuges zebra crossings and making changes to stormwater covers to become more cycle friendly.
- 9.5 When these submissions are added to the LTP submissions on walking and cycling, it indicates that there is a large public interest in active transport modes.
- 9.6 The Transport AMP identified transport diversification as a key issue and the Draft GPS 2018 highlights enabling transport choice as a key strategic priority. When the RLTP and LTP submissions are taken into account, there was a significantly higher interest in walking and cycling than vehicular route improvements.
- 9.7 The RLTP includes a number of projects in the Low Cost Low Risk activity to make improvements for pedestrians and cyclists around Richmond. These projects were identified during development of the Richmond Network Operating Framework (NOF) for primary and secondary cycle routes and walking routes.
- 9.8 Staff recognise that a similar level of development should be undertaken for all settlements around the District, especially as they do not have the same level of public transport as Richmond.
- 9.9 It is intended that the walking and cycling strategies be reviewed in 2019 with the view to having a connected and integrated network of routes.

10 Traffic Growth

- 10.1 Thirteen (13) submissions from eight submitters commented on issues regarding traffic growth.
- 10.2 Four submitters are in favour of particular projects like the Southern Link, Gladstone Road improvements, a Coastal Highway bypass around Richmond and a wider Motueka Bridge to improve congestion.
- 10.3 Four submitters are in favour of measures to discourage further vehicle growth such as congestion charges, user pays parking, housing intensification in Richmond and a reduction in lifestyle block subdivision.
- 10.4 All of the projects identified by submitters to advance are all state highway projects that are not addressing aspects of safety. Under the Draft GPS, these projects would be assessed against the key strategic priority of 'Access'. These projects would only address the 'providing increased access to economic and social opportunities' objective. The Draft GPS has an influencing theme of 'a mode neutral approach to transport planning and investment decisions'.



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- 10.5 This would suggest that preferred solutions to these congestion issues are more likely to be increased public transport or improved facilities to encourage walking and cycling.
- 10.6 Two submissions (17210, 17265) requested that the Champion/Salisbury roundabout upgrade be brought forward to 2018/19 to address existing traffic levels in anticipation of the Countdown supermarket that will be built on the corner of the same intersection. The upgrade is a requirement of the private plan change to allow this supermarket to operate.
- 10.7 Staff are concerned that upgrading this intersection without other interventions will result in reduction in safety for cyclists and pedestrians between Nelson and Richmond on primary cycling and walking networks.
- 10.8 The timing of this project coincided with a walking/cycling underpass through the same intersection to address these safety concerns. The cost of the underpass project was estimated at \$2.3 million which had to be appropriately timed to ensure the Council did not exceed the financial strategy.
- 10.9 Long Term Plan submissions also addressed the timing of projects to cater for growth in the Richmond West developments. They suggested that these projects be brought forward to 2018/19 for the Berryfield/Lower Queen intersection and 2020/21 for the Borck Creek crossing.

11 Safety

- 11.1 Nineteen (19) submissions requested changes be made to improve safety around the District other than those already addressing State Highway 60 around Appleby.
- 11.2 Eight submitters requested speed reductions in places like SH60 south of Takaka (four), outside of Appleby School (two), Riwaka – Sandy Bay Road (one) and SH6 around Brightwater (one).
- 11.3 Three submissions addressed physical works. Two of these requested improved signage. One at Lower Queen Street to alert users of heavy vehicle traffic and the other near Appleby School to alert people to the school zone. One other of these submissions requested improved visibility at the Old Wharf Road/King Edward Street/High Street intersection.
- 11.4 The signage requests can be reviewed and implemented within existing budgets if required. The improved visibility request will be changed when NZTA implement their changes to High Street.
- 11.5 One submitter (17601) outlines a range of interventions to address safety on roads such as speed reductions and better delineation of safe overtaking spaces. The submitter advocates for better infrastructure like a minimum 3-star Kiwi-RAP rating with a programme of specific interventions and better policing. The submitter also notes that education programmes do not work.
- 11.6 Another submitter (17642) outlines a number of interventions to assist with safety. The first is a detailed analysis of accidents to assist with planners. The second is punitive penalties for those convicted for dangerous driving and lastly encourages tourists to take public transport rather than driving.



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- 11.7 Analysis of crash statistics indicates that Tasman does have an elevated number of Death or Serious Injuries (DSI) on the Appleby/Coastal Highway. For the local road network, there is a small increase in DSI (collective risk) but compared to the additional traffic using the road network (personal risk) safety has been improving for the last three years. Tasman's safety compares well nationally.
- 11.8 The RLTP does have a project to improve safety on the Appleby/Coastal Highway and work is underway to make speed adjustments.
- 11.9 Tasman, NZTA and DoC all have low cost low risk programmes to address specific safety issues.
- 11.10 NZTA manages a Crash Analysis System (CAS) which is New Zealand's primary tool for capturing information on where, when and how road crashes occur. An analysis of this has not identified any trends in the types of drivers that are crashing. Overseas drivers do not feature disproportionately in Tasman District crash statistics.
- 11.11 The Draft GPS has indicated that there will be an increase in funding for road policing and road safety promotion.

12 RLTP Changes

- 12.1 The changes to the RLTP have been highlighted in the document so they can be easily identified. Changes highlighted green indicate changes made following consultation. Changes highlighted in Magenta indicate changes made in response or due to the release of the draft GPS 2018.
- 12.2 The RLTP has been updated to include the new strategic priorities of the Draft GPS. Key sections in the RLTP that have been updated include:
- Section B2: Changed the key strategic priorities from the previous Draft GPS to the new Draft GPS;
 - Table 3 in Section D2: Changed the key strategic priorities from the previous Draft GPS to the new Draft GPS;
 - Table 5 in Section F: Changed the key strategic priorities from the previous Draft GPS to the new Draft GPS;
 - Appendix 4: Assessment factor and ratings table and the priority order of improvement profiles table have been updated to the information provided in the revised IAF.
- 12.3 Due to the high level of community concern about the highway, discussion has already started on reducing the speed of the Appleby/Coastal Highway. NZTA have undertaken engagement with the Automobile Association, Road Transport Association, the Police and the Council. It is envisaged that public consultation will begin in mid-May and conclude in late June. The formal approval process will follow prior to any change being made.
- 12.4 A new project to undertake a study along with Nelson City Council to review public transport options to relieve congestion in Richmond and Nelson has been added into the Tasman 001 – Investment Management work category in Table 7. The amount added will be \$60,000 in



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2019/20 to coincide with the review Nelson City Council will be undertaking prior to the new public transport contract.

- 12.5 This study will review the requests for commuter services and investigate the viability of bus lanes and express services to some settlements.
- 12.6 The RLTP has multiple low cost low risk projects to make improvements to the walking and cycling networks. This was to address a key issue in the Transportation AMP, address gaps identified in the Richmond NOF, respond to Golden Bay residents during the LTP and complete Tasman's Great Taste Trail.
- 12.7 High priority walking and cycling projects have already been identified in the RLTP. There is a need for even further improvements, but a higher priority is to ensure that these are undertaken strategically to build a network rather than individual routes.
- 12.8 There is also a plan to update the walking and cycling strategy for Tasman District. It is envisaged that there will be further projects that this strategy will identify. These projects may be included in a subsequent Long Term Plan and RLTP.
- 12.9 The Draft GPS puts a lower priority on road upgrades to address travel delays. The Draft GPS does support access to new housing developments. The works at Low cost low risk Champion/Salisbury, Berryfield/Lower Queen and across Borck Creek projects support residential development happening within Richmond. Berryfield/Lower Queen and Borck Creek will be advanced to 2023/24 to support development in Richmond West without exceeding the Council's financial strategy. If development happens faster than expected, this may have to be brought even further forward. The Champion/Salisbury upgrade has been brought forward to improve a significant pinch point. The project will include walking and pedestrian safety priority at the same level as the road. If these interventions are successful, the underpass programmed in 2021/22 may not be required.
- 12.10 The RLTP has included the new activities introduced in the TAIP. All activities have been prioritised from A to C. All activities have a draft National Priority in line determined by the IAF. A number of the have had budgets revised by NZTA.

13 Options

- 13.1 The Tasman Regional Transport Committee has three options:
- a) recommend to the Full Council it approve the Regional Land Transport Plan, including the Regional Public Transport Plan (Attachment 1); or
 - b) recommend to the Full Council it approve the Regional Land Transport Plan, including the Regional Public Transport Plan (Attachment 1) with amendments; or
 - c) Decline to recommend to the Full Council it approve the Regional Land Transport Plan.

Option	Pros	Cons	Comment
Recommend for approval	<ul style="list-style-type: none"> • Meet timeframes • Provide certainty to Transport AMP development 	<ul style="list-style-type: none"> • Assume that final GPS and other supporting documents 	This will mean that changes to the GPS and any other NZTA documentation in line



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Option	Pros	Cons	Comment
	<ul style="list-style-type: none"> Provides certainty to other Top of the South councils 	<ul style="list-style-type: none"> will not materially change. 	<ul style="list-style-type: none"> with the process that other regional councils are using.
Recommend for approval with changes	<ul style="list-style-type: none"> Meet timeframes Provide certainty to Transport AMP development 	<ul style="list-style-type: none"> Delay consultation May be difficult to coordinate with other TOPs councils Assume that final GPS and other supporting documents will not materially change. 	<ul style="list-style-type: none"> This will create a small delay to make changes, but timeframes may stay intact.
Decline recommending for approval	<ul style="list-style-type: none"> May be able to include further documents that central government are releasing. 	<ul style="list-style-type: none"> Miss timeframes Create uncertainty around AMP and LTP development 	<ul style="list-style-type: none"> This will likely result in missing required timeframes.

13.2 Staff recommend option a). However, as noted earlier, staff may need to recommend changes to the RLTP at the committee meeting.

14 Strategy and Risks

- 14.1 The Top of the South Councils may not agree on the prioritisation of the significant projects set out in Table 4 of **Attachment 1**. The Tasman Regional Transport Committee and the Council are aware that this is a high level document and that the inclusion of the projects in the RLTP acts as a signal to NZTA that they are important to the Top of the South.
- 14.2 The RLTP process is not in line with the Long Term Plan (LTP) process. This is because the NZTA has set deadlines for submitting the RLTP, which differ to the Council's LTP process. The Council will run two separate consultation processes. The Council will potentially adopt the final RLTP in May 2018. The Council (through the LTP 2018-2028 process) may wish to change the Tasman District Council activities within the RLTP after it has been submitted to NZTA on 30 June 2018. If a change was required, this could be proposed via a Tasman Regional Transport Committee meeting later in 2018.
- 14.3 The draft RLTP has been based on the Draft Government Policy Statement on Land Transport 2018. The second stage GPS and development of the TAIP may require changes to the RLTP. Staff propose that changes, if necessary, be made following 30 June submission to NZTA.

15 Policy / Legal Requirements / Plan



REGIONAL LAND TRANSPORT PLAN (MID TERM REVIEW) DELIBERATIONS REPORT

- 15.1 The Council is required (under the Land Transport Management Act 2003) to adopt a Regional Land Transport Plan every six years and to review the Plan mid-term.
- 15.2 The Tasman Regional Transport Committee, when preparing the RLTP and its mid-term review, must consult in accordance with sections 82 and 83 of the Local Government Act (LGA) 2002.

16 Consideration of Financial or Budgetary Implications

- 16.1 The RLTP provides the mechanism for the Council to seek funding from the NLTF. The ten year programme is subsidised by NZTA at a rate of 51% for Tasman District Council activities.
- 16.2 The Council is required to meet the deadlines set by NZTA in order to secure the NLTF. The Council's deadline for submitting the final RLTP – mid-term review is 30 June 2018.

17 Significance and Engagement

- 17.1 The RLTP is of high significance as it will affect everyone within the Tasman District as well as our neighbouring authorities, especially Nelson City and Marlborough District.
- 17.2 The RLTP is of high significance to the economic development of the region. Due to the high level of significance of the RLTP and the requirements of the Land Transport Management Act, it must be consulted on using the principles of section 82 and may use section 83 of the LGA 2002.
- 17.3 Staff have assessed that the changes made to the RLTP from public consultation do not require further consultation.

18 Conclusion

- 18.1 The RLTP has been developed through a collaborative effort by the Top of the South councils. There is common over-arching strategic content at the front end of the draft RLTP plus the Council's separate locally focused works programme.
- 18.2 Approval of the draft RLTP for consultation is required to ensure that Tasman District Council, NZTA and the Department of Conservation gain investment funding from NZTA to undertake its work programme.
- 18.3 The RLTP has been updated to reflect the changes in Government priorities and issues identified through public consultation.

19 Next Steps / Timeline

- 19.1 The Tasman Regional Transport Committee is scheduled to meet on 9 May 2018 to deliberate on the submissions received. At this meeting the Committee will also recommend the final RLTP to the Full Council for their approval at the Full Council meeting on 24 May 2018.



Tasman Regional Transport Committee - 9 May 2018

REGIONAL LAND TRANSPORT PLAN (MID TERM REVIEW) DELIBERATIONS REPORT

19.2 The final Regional Land Transport Plan will be submitted to the New Zealand Transport Agency by 30 June 2018.

20 Attachments

1. Tasman Regional Land Transport Plan (Mid Term Review)



MINUTES
of the
TASMAN REGIONAL TRANSPORT COMMITTEE MEETING
held
1.30 pm , Wednesday, 9 May 2018
at
Tasman Council Chamber, 189 Queen Street, Richmond

Present: Councillors S G Bryant (Chair), C M Maling, D E McNamara, D J Ogilvie and P F Sangster and Mr J Harland

Committee Advisers: Ms J Murray, Ms D Smith and Mr W Findlater

In Attendance: Councillor S R Brown, Councillor D M Wensley, Engineering Manager (R Kirby), Transportation Manager (J McPherson), Activity Planning Manager (D L Fletcher), Activity Planning Adviser (D Bryant) and Executive Assistant (R L Scherer)

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

There were no apologies from Committee members.

Apologies from Mr K Thompson and Inspector J Mattison were noted.

3 PUBLIC FORUM

Nil

4 DECLARATIONS OF INTEREST

Nil

5 CONFIRMATION OF MINUTES

Moved Cr Sangster/Cr Ogilvie
TRTC18-05-1

That the minutes of the Tasman Regional Transport Committee meeting held on Monday, 19 March 2018, be confirmed as a true and correct record of the meeting.

CARRIED

6 PRESENTATIONS

Nil

7 REPORTS**7.1 Regional Land Transport Plan (Mid Term Review) Deliberations Report**

Activity Planning Adviser, Drew Bryant introduced the report and noted that staff will make some changes to the timeline as noted in Section 1.12 as a result of the recent release of the New Zealand Transport Agency's Investment Proposal (TAIP) and the Council's recent Long Term Plan deliberations.

Mr Bryant used a powerpoint presentation to update the meeting on the new direction the Government has made through the Government Policy Statement (GPS) on Land Transport. He noted that the GPS focuses on safety, access, environment and value for money. The Investment Assessment Framework (IAF) focuses on safety, access and the environment and the TAIP on safety.

Mr Bryant noted the changes to the significant activities in the TAIP that have resulted in changes to the proposed activities in the Tasman Regional Land Transport Plan (RLTP). He advised the meeting that the Network Operating Framework project and the Motueka SH60 improvements project have been deleted from the NZTA's programme. New activities now in the TAIP include a safer corridor for the SH6 Wakefield to Richmond, S6/SH63 intersection and SH6 south of Tapawera.

NZTA Regional Director, Jim Harland spoke about the priorities of the GPS and noted that NZTA is required to give effect to the GPS in its programme. This has resulted in a rejig of the investment framework and the reassessment of the entire state highway investment programme in a very short timeframe. He noted that nationally the state highway programme has been reduced and the focus is now on local roads, footpaths, safety and public transport. Mr Harland reiterated that safety was the prime driver for the new programme.

He urged the Tasman Regional Transport Committee to continue with its priority projects and confirmed that NZTA will need to take the Committee's priorities into account.

It was noted that submissions to the Investment Assessment Framework close on 18 May 2018.

Engineering Services Manager, Richard Kirby noted that the Wakefield to Richmond safe corridor project was new to Tasman and that the Richmond to Appleby safety project was the Council's priority. This was confirmed by the death and serious injuries statistics for these two sections of state highway.

In response, Mr Harland agreed that the Council should question the priority given to the Wakefield to Richmond project.

Mr Bryant outlined the proposed local roads funding changes which focus on footpath maintenance and rehabilitation and seal road resurfacing.

Mr Bryant provided a list of staff recommendations that they propose to include in the RLTP:

- Retain the Remainder of the Network Operating Framework
- Retain SH60 Motueka Improvements activity
- Retain State Highway Low Cost/Low Risk Budget
- Accept SH60 Richmond to Golden Bay split

- Advance SH60 Richmond to Appleby activity into first three years of the RLTP
- Accept three new State Highway activities
- Accept local road changes through LTP process

In response to a question, Mr Harland confirmed that NZTA will take account of the Council's preferred programme of priority projects.

Mr Bryant noted that the SH65 Hutcheson Bridge upgrade project has been deleted from the NZTA proposal but that the Council intends to retain this project in the RLTP.

In response to a question about the state highway improvements on SH60 through Motueka township, Mr Harland emphasised the need to focus on the safety profile of this route rather than travel time restrictions.

Mr Kirby agreed that this project had previously focused on travel time and this may mean that the work could be delayed.

Mr Harland suggested that the Committee include the state highway improvements in Motueka as part of the wider Motueka to Collingwood SH corridor project.

The Committee members unanimously agreed that the SH60 Motueka project was a priority.

Submissions

Mr Bryant summarised the submissions to the Draft Regional Land Transport Plan – Mid Term Review.

He spoke about a proposed bus services between Motueka and Nelson and Wakefield through Richmond to Nelson. Staff have previously investigated these services and concluded that they would not be viable. However a proposed Richmond bus loop did was possibly viable.

As a result, staff have included funding for a 4-year Richmond loop bus service and associated facilities. If after four years, the service is successful, the Council will commit to a regular Richmond bus loop service. The services is proposed to start in Year 2 (2019-2020) of the Long Term Plan. This will allow time for staff to determine a final route, market the services and provide infrastructure such as bus stops.

Ms Murray spoke about the difficulty of gaining momentum for a bus service and the effort required to get the public to use buses. She spoke about a similar experience in Christchurch where the Council used public surveys to gain an understanding of what the public wanted from a bus service. It was agreed that any service needs to be reliable and provide routes that are relevant to the travelling public who use the service.

State Highway 60 – Richmond to Mapua

Mr Bryant noted that the majority of submissions to the RLTP Mid-Term Review were safety related in one way or other, with the submissions regarding SH60 all focused on safety. He advised the Committee that staff are currently working with NZTA to get the speed lowered on SH60 from Three Brothers Corner to Maisey Road to 80 kmh.

Walking and Cycling

Activity Planning Manager, Dwayne Fletcher noted that the RLTP includes a low-cost, low-risk programme that focuses on walking and cycling.

He spoke about the proposed Champion Road/Salisbury Road intersection upgrade where the safety of pedestrians and cyclists was paramount and advised the Committee that the Council

had approved an underpass as part of the intersection upgrade.

Mr Fletcher also referred to a number of intersection improvements in Motueka along with the Takaka-Pohara cycleway/shared path which has been bought forward. The Council also has an active programme to remove roadside hazards so driver's mistakes don't lead to death or serious injury.

After some discussion, the Committee agreed to amend the resolution to reflect the direction provided by the GPS on Land Transport and the Transport Agency's Investment Proposal.

Moved Cr Sangster/Cr Maling
TRTC18-05-2

That the Tasman Regional Transport Committee

1. receives the **Regional Land Transport Plan (Mid Term Review) Deliberations Report TRTC18-05-01**; and
2. recommends to the Full Council that it approves the **Regional Land Transport Plan (Attachment 1)**; and
3. authorises the **Tasman Regional Transport Committee Chair and Engineering Services Manager** to make changes to the **Regional Land Transport Plan** before submitting it to Full Council for approval to reflect:
 - (a) changes to the **Regional Land Transport Plan (Attachment 1)**; that are agreed to by the committee, included in a submission to the Transport Agency's Investment Proposal and recorded in the minutes of this meeting; and
 - (b) minor editorial changes; and
 - (c) changes to reflect **Nelson City Council** and **Marlborough District Council** changes to Table 4 that effect their regions; and
4. recommends that the Full Council submits the **Regional Land Transport Plan** to the **New Zealand Transport Agency** by 30 June 2018; and
5. approves a submission to the **New Zealand Transport Agency** on the **Transport Agency's Investment Proposal** emphasising the following:
 - Retain the Remainder of the Network Operating Framework
 - Retain SH60 Motueka Improvements activity
 - Retain State Highway Low Cost/Low Risk Budget
 - Accept SH60 Richmond to Golden Bay split
 - Advance SH60 Richmond to Appleby activity into first three years
 - Accept three new State Highway activities
 - Accept local road changes through LTP process
 - Retain the funding for improvements to the Hutcheson Bridge on SH65

CARRIED

8 CONFIDENTIAL SESSION

The meeting concluded at 2.50 pm.

Tasman District Council Minutes of Tasman Regional Transport Committee – 09 May 2018

Date Confirmed:

Chair:

Unconfirmed

8.3 GOLDEN BAY GRANDSTAND**Decision Required**

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Dennis Bush-King, Environment and Planning Manager; Susan Edwards, Community Development Manager
Report Number:	CRN18-05-03

1 Summary

- 1.1 At Council's 14 December 2017 meeting, the Chief Executive was asked to try and reach an agreement to enable the upper level of the Grandstand to be removed, relocated on land nearby, restored and returned to a site on a new lower level near its current location.
- 1.2 An agreement was reached with a new entity (the Golden Bay Grandstand Restoration Society Inc), as Council had contemplated, in February this year. A copy of the agreement is attached.
- 1.3 An essential term of the agreement was that if the quote for the cost of removing the upper level and demolishing the remaining structures exceeded \$100,000, the agreement would end, the Society would have no claim against the Council and the grandstand would be demolished, unless the Council explicitly agreed otherwise.
- 1.4 We have received an estimate from our contractor at \$146,000, \$57,000 of which is to construct a steel cradle to enable the safe removal of the structure and its eventual relocation to an agreed site. We have recently spent \$27,000 to have the asbestos removed from the portions of the grandstand building which will be demolished, in preparation for the upper level section to be relocated. We will also have other project related costs (e.g. project management) to pay for.
- 1.5 While mandate has been given to demolish the grandstand, Council has the option to agree to meet the additional cost to effect the relocation (i.e. approximately \$80,000 more). Council has also received representations, including from the Golden Bay Community Board, that in light of the above budget cost, the building should be able to remain in place while a restoration plan is prepared.
- 1.6 The delay in demolishing or removing the Grandstand continues to affect the completion of works associated with the Golden Bay Community Recreation Facility (GBCRF) and its operations generally. Previous Council decisions have consistently worked towards completing this project, even if that meant demolition.
- 1.7 Unless the Council wishes to agree to accept the current estimate for relocation, this report recommends demolition. Experience to date, including the quotation we have, suggests that if the Grandstand stays where it is it will remain in its current state, or potentially worse, for a long time.

2 Draft Resolution

That the Full Council

- 1. receives the Golden Bay Grandstand CRN18-05-03 report; and**
- 2. either**
 - a. accepts the estimate from Gibbons for the relocation of the Golden Bay Grandstand, at an estimated total cost of \$180,000, and completing the groundworks and carparking associated with the Golden Bay Shared Recreation Facility; or**
 - b. confirms, as previously resolved at meetings on 9 June 2012, 15 December 2016, 16 November 2017, and 14 December 2017, the decision to remove the Golden Bay Grandstand including the associated structures and directs staff to proceed with the work as soon as practicable.**

3 Purpose of the Report

- 3.1 This report updates the Council on issues with the Golden Bay Grandstand and seeks direction on what the next step should be, either relocation or demolition.

4 Background and Discussion

- 4.1 In February this year, the Council and the Golden Bay Grandstand Restoration Society entered into an agreement to provide for the relocation of the upper portion of the Grandstand structure. The Society has an agreement with the Golden Bay A&P Association (A&P) to temporarily locate the structure on A&P land. An essential term of the agreement is that the budget of \$100,000 not be exceeded.
- 4.2 The Golden Bay Grandstand Community Trust had earlier advised that it was effectively stepping aside in favour of the new entity.
- 4.3 We have received an estimate from our contractor at \$146,000, \$57,000 of which is the construction of a steel cradle to enable the safe removal of the structure and eventual relocation to an appointed site. Waitapu Engineering will carry out construction of the cradle. There is one longitudinal truss under the grandstand (installed when piles were removed as part of the rugby room rebuild), but this will not provide the structural stability required to carry the weight of the building.
- 4.4 We have already incurred \$27,000 in cost removing asbestos from the building and in its current state it is looking somewhat dilapidated.
- 4.5 The default position therefore is that the 14 December resolution mandates the demolition of the structure in accordance with the Archaeological Authority the Council has been granted. This position is also provided for in Clause 3.3 of the Agreement with the Society.

5 Options

- 5.1 Staff have looked to see whether the costs of relocation can be reduced. The structural advice is that to support two movements, four trusses positioned under the structure and connected for stability are necessary for lifting. It is likely that without such a 'cradle' for the upper level, any lift (other than of the roof alone) could see the structure fail.
- 5.2 While the cradle will have some ongoing value to the restoration project, it will not carry a live load when the grandstand is in use. We have not actively pursued sharing costs with the Society even though there may be some value to them in the \$57,000 component of the quote. The Society have indicated they are not in a position to divert funds in part because they have not been involved in the design of the cradle.
- 5.3 This raises difficulties, as the Agreement obliges us to effect the relocation thereby handing the structure over to the Society. For reasons already outlined, redesigning the support structure for relocation at a lower cost is not feasible.
- 5.4 Accordingly there are at least three options:
- Option 1 – Proceed with demolition

- 5.5 This option is consistent with previous Council decisions, which have anticipated demolition. It will upset the Society and those wishing to preserve the grandstand. However the cost exceeds the budget allocated which is already over budget by over \$150,000 as a result of litigation taken against the Council and other extra costs. Removal of the grandstand will allow the works associated with construction of the GBCRF, which is a fine asset for Golden Bay, to be completed. This option could involve trying to remove the roof intact should any other party wish to secure this component as previously agreed. There will be the issue of where to locate this part of the structure.

Option 2 – Meet the extra costs to permit relocation

- 5.6 This option would provide for the relocation of the grandstand and completion of outstanding works. This preserves the opportunity for the Society to plan for, and effect the restoration of the grandstand at an agreed location. It would however require the Council to approve the additional spend of up to \$80,000 which is the quoted price plus an allowance for extra project management costs. The timing of this option would be longer than option 1 as final design of the supporting structure is required.

Option 3 – Temporarily leave the grandstand *in situ* while the restoration plan is prepared but complete removal of the squash courts and rear lean-to

- 5.7 This option contradicts previous Council decisions but has been raised as an option by the Society and others. The Golden Bay Community Board, at its meeting on 8 May 2018, also passed the following (unconfirmed) resolution:

That the Golden Bay Community Board recommend to Council that given the likely cost of relocation of the grandstand that it remain in situ for up to 12 months after the removal of the squash courts and rear lean-to while the Golden Bay Restoration Society prepare a restoration plan, and further that the stairs be reinstated to allow use of the grandstand.

- 5.8 This option doesn't save costs as there is still cost to be incurred in removing the squash courts and rear lean-to and then bracing the grandstand and doing some improvement to the car parking surface but would avoid the initial relocation costs. It would allow for an assessment of the retained structure's effect on the effective use of the GBCRF but would upset the facility operators, users and others in the community who have been waiting for a considerable period of time for the approved and publicly consulted on plans to be fully implemented. Because of this latter perspective, the Council would be obliged to present this option for public consideration as it is the opposite to what has previously been consulted on, unless the Council is satisfied that it is otherwise aware of community views on retention *in situ*.
- 5.9 Staff advice is that option 3 should be rejected as it delays implementation of previously and validly made decisions. If retention is the preferred option, there is a question about whether relocation would ever happen and the proposal becomes one of retention, not restoration. Staff seek Council direction on whether to select option 1 or 2.
- 5.10 The rationale for option 1 (demolition) has been well canvassed in previous reports and isn't repeated here. So why contemplate spending the additional money?
- 5.11 Getting a quote to remove the upper level of the Grandstand has highlighted what is likely to be the true cost of a restoration project. It's probably also given an insight into the true cost of *in situ* restoration, as opposed to retention. The \$100,000 budget is exceeded due to the need to ensure the integrity of the upper level during the shift to the temporary storage site.

It is likely that similar money would need to be spent shifting it anywhere and even leaving it *in situ* is likely to require strengthening (with previous advice saying the building is less than 34% compliance with earthquake proof standards)

- 5.12 Staff can set merit in the logic that says it is worth Council contributing more than it first budgeted because;
- 5.12.1 The structure can be moved and the GBCRF works completed sooner;
 - 5.12.2 The operation of the GBCRF can be assessed with the grandstand site cleared;
 - 5.12.3 The restoration option still remains open to the Society;
 - 5.12.4 The 'overspend' is providing something of value to the Trust - a structure with some additional strengthening which can support the upper level on a new base.
 - 5.12.5 The community still has the opportunity to restore and re-site the Grandstand on the Recreation Park.
- 5.13 The biggest risk is that the money is spent by the Council but the restoration doesn't proceed. The apparent shift in the Society's approach since the meetings with Jane McDonald, Merv Solly and Graeme Hughes and others, may have increased that risk.

6 Strategy and Risks

- 6.1 As previously advised any decision on the future of the Grandstand carries risks whatever is decided. The financial risks of retaining it, as well as the risks to the new facility, have been well covered in the 27 July 2017, 16 November 2017, and 14 December 2017 reports on this issue.
- 6.2 Other key risks include:
- 6.2.1 reputational risks as a result of supporting or failing to support the GBCRF and/or the Society and its supporters; and
 - 6.2.2 being seen as a vacillating decision-maker and unreliable principal to a contract that saw the GBCRF constructed but as yet still awaits CCC; and
 - 6.2.3 further litigation, protest and discontent; and
 - 6.2.4 risk of the building being damaged or collapsing during moving, if it is not adequately supported.
- 6.3 The Society has committed to preparing a restoration proposal and has secured the agreement of the A&P Society to locate the structure on A&P land. A decision to demolish because the cost of relocation exceeds the allocated budget will be seen by some in the community as preventing the Society from being able to save the Grandstand.
- 6.4 It is Councillors' role to make fact and value based judgements in such circumstances and your duty is to consider the best interests of the district when you do.
- 6.5 The Society and Council have still to conclude the process to see the eventual return of the Grandstand to an agreed location on the Rec Park. This outcome is still dependant on the Society preparing a restoration plan and raising funds to implement it. Failure to achieve this will be an issue for the A&P Society but not the Council.

7 Policy / Legal Requirements / Plan

- 7.1 The advice given in the 27 July 2017, 16 November 2017 and 14 December 2017 reports is still relevant. The Council can rely on the fact that it has discharged its obligations in relation to the Local Government Act and all the necessary approvals have been obtained whether the decision is to relocate or demolish.

8 Consideration of Financial or Budgetary Implications

- 8.1 Relocation of the grandstand and other buildings will exceed the allocated budget by approximately \$80,000 (including the removal of asbestos) plus project management costs. This can be absorbed into the project cost as an explainable variance if Council is of a mind to accept this cost. While the project is loan funded it will be a ratepayer cost, funded through the District Facilities Rate. Completion of groundworks is already covered in the budget.
- 8.2 Proceeding with demolition will be covered within the \$100,000 December 2017 budget approval.
- 8.3 If retention *in situ* is contemplated and the stairs are reinstalled, there will be a need to a structural assessment after the other demolition works are completed. Responsibility for the costs of this are not clear.

9 Significance and Engagement

- 9.1 The decisions being sought in this report are of moderate significance overall in the Golden Bay area, but of low significance in the rest of the district. As noted above, Council has already consulted extensively and it has a good understanding of the views of the groups that seek to restore the grandstand through the consultation it has undertaken. Further consultation would be required if Council wishes to see the grandstand retained as it is a change from the previous proposal consulted on.

Issue	Level of Significance	Explanation of Assessment
Is there a high level of public interest, or is decision likely to be controversial?	Moderate in Golden Bay, low in the rest of the District	There are some members of the public in Golden Bay that have a high degree of interest in this matter, whether the decision is to remove the grandstand or retain it. There does not seem to be much interest in the matter from elsewhere in the district. However, if the costs of this project increase, it could get much wider interest.
Is there a significant impact arising from duration of the effects from the decision?	High	The decision to demolish the grandstand will mean that the building will be removed permanently.
Does the decision relate to a strategic asset?	Low	The grandstand is not a strategic asset in Council's Significance and Engagement Policy.
Does the decision create a substantial change in the level of service provided by Council?	Low	The removal of the grandstand will mean that people will not be able to view the A&P Show or games at the Recreation Park from this grandstand. There will be some limited viewing of the Park from the mezzanine floor of the new Rec Park Facility or any future replacement. This matter does not affect Council's stated levels of service.
Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	Low	Approval of the additional budget will be immaterial in consequence. Demolition will be within budget. Either way, costs may flow into 2018/2019 financial year.

10 Conclusion

10.1 The Council has to determine whether to accept the costs of relocation of the grandstand or whether we proceed to demolish or follow some alternative path.

11 Next Steps / Timeline

11.1 If the decision is to accept the additional costs of relocation we will confirm with the Contractor to allow works to commence. Likewise, if demolition is to occur staff will finalise a contract to remove the grandstand in the manner agreed and will complete the site works.

12 Attachments

Nil

8.4 WAIMEA DAM PROJECT REPORT

Information Only - No Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Lindsay McKenzie, Chief Executive
Report Number:	RCN18-05-04

1 Summary

- 1.1 This is the 21st status report on the **Waimea Water Augmentation Project**. The report covers the key issues that the Project Office and Project Governance Board are dealing with. The Project Governance Board met on 3 and 23 May 2018.
- 1.2 Alex Adams has been employed as the project's **Stakeholder and Risk Manager**. He was recently employed as CEO of Hurunui Water and has extensive senior management experience in the electricity and construction sectors. Alex has been engaged by the Council as a fixed term employee and is seconded to the project. His role is 50/50 funded by formal agreement with Waimea Irrigators Limited.
- 1.3 Finding a mechanism for obtaining access to, or ownership of, the **Department of Conservation land** in the Mount Richmond Forest is most challenging. As advised before, Council and the Department had previously agreed on the Public Works Act approach. The Department has consented to the use of the land (for water storage for the reservoir) through the resource consent and biodiversity package of benefits. Given the history of co-operation, we had the reasonable expectation that the Department would actively support the Public Works Act approach. That is not so. Failure to resolve this issue in a timely way is at the top of the project risk register as it is potentially fatal to the project proceeding. A Local Bill is now the best option.
- 1.4 I recommend that the Council **begin the process of promoting a Local Bill** to enable the use of the land.
- 1.5 **Waimea Irrigators Ltd (WIL) capital raising** has been successfully completed. I understand that only 3 shares were subscribed for by other than landowning consent holders. Some Councillors had been concerned that this figure would be high. The names of shareholders and the number of shares they hold will be available on the Companies Register website once the shares have been issued. We have in the meantime received the attached information from WIL about the shareholding distribution.
- 1.6 **Central Government has confirmed its commitment** to funding the project. I understand that the Crown contributions are available, provided that financial close is achieved by mid-December this year. The Department of Conservation land issue will need to be substantially resolved by then.
- 1.7 **The Early Contractor Involvement (ECI)** work is on track as is the work required to form the joint venture company (Waimea Water Limited a council controlled organisation).

- 1.8 The Nelson City Council has agreed, subject to adopting the Long Term Plan, to make a **\$5m contribution** to the project. A grant is proposed, subject to agreement on the terms for access to water in the future.

2 Draft Resolution

That the Full Council

1. receives the Waimea Dam Project Report RCN18-05-04; and
2. approves the Chief Executive instructing Simpson Grierson to draft a Local Bill to enable the use of the 9.6ha of Mount Richmond Forest Park land for the Waimea Water Augmentation Scheme; and
3. requests a report back on the proposed wording of the draft Local Bill and on the process and timetable for progressing it, for consideration at the Full Council meeting on 28 June 2018; and
4. authorises any necessary engagement, ahead of the report back, with Iwi, the Clerk of the House, Parliamentary Counsel, local Members of Parliament and Ministers of the Crown, as well and the Department of Conservation, Land Information NZ and any other directly affected government departments so that Council is fully informed.

3 Purpose of the Report

- 3.1 The purpose of this report is to provide an update on Waimea Community Dam project work streams.

4 Overall Project Timeline

- 4.1 The overall project timeline has been reviewed and extended. While access to the Department of Conservation land is critical to commencing construction, the 'tender price' is more critical to a decision to proceed to financial close. The Project Office is working towards finalising the ECI process in July so that the Council, WIL and Crown Irrigation Investments Ltd (CIIL) can consider a recommendation to accept (or not) the construction price and risk allocation.
- 4.2 The critical date to achieve financial close is 15 December 2018 based on the Government's funding decision. The Project Office is aiming to have the key documents together by 30 September 2018 to give Council, WIL, and CIIL adequate time for due diligence.
- 4.3 The Council will be asked to consider extending the 'date stamps' in the TRMP to avoid a without dam scenario resource consent review occurring while the project is still 'live'. The process for changing those provisions in the TRMP is a formal one involving submissions and objections under the Resource Management Act.
- 4.4 A summary project timeline is **attached**.

5 Risks

- 5.1 Obtaining access to the **Mount Richmond Forest Park land** for the Waimea River flow augmentation and ground water recharge scheme is critical to the Water Augmentation Project proceeding. Councilors have been copied into the Department's 23 March letter. A further approach on behalf of the Council to consider an option under the Reserves Act has also been rejected. The two remaining options are a Local Bill (which we have been contemplating for some time) and proceedings in the High Court to test the Department's view of the law (which we have no time nor appetite for).
- 5.2 The risk that the **Government financial support** for the scheme may not be confirmed has been resolved. The Government has announced, and Treasury has advised CIIL, that the financial undertakings entered into by the previous Government will be honoured. The Freshwater Improvement Funding is still available also. The Government has advised that the CIIL funding is available provided financial close is achieved by 15 December 2018.
- 5.3 **Nelson's decision on its proposed \$5m contribution is now known.** A grant is to be made in year 3 of their Long Term Plan, linked to an agreement to take water at some future time. There is still a risk relating to the terms of agreement.
- 5.4 With the Government's announcement on the availability of funding (15 December 2018) some pressure has gone off the **time line to financial close.** The Project Office is aiming for 30 September now. Access to the DoC land won't be resolved by then, unless there is a change of heart on the law. Our aim will be to have pathways agreed and well on track so that the outcome of the ECI process can be considered in the knowledge that the land is the only impediment to progressing. The timing of financial close will need to be reconsidered then.
- 5.5 Whether or not we need or can get the DoC land becomes moot if **the construction price** exceeds the budget and contingencies. The contractor procurement work stream (the ECI process) is still the most critical work stream, over which we have control, in determining whether or not the project can proceed.
- 5.6 In the previous report I referred to a 'complaint' to the Office of the Auditor General by a member of the public who has asked whether 'due process' has been followed when Council considered the **community benefits funding component** of the project. There have been further rumblings about Council's Significance and Engagement Policy and whether or not Council has complied with it. You will have seen a recent email from Steve Olds WIN's Chairman in which he alleges certain failures of process and signals an intent to pursue curtailment of Tasman ratepayers' contribution to the scheme. This sort of challenge and risk has been anticipated.

6 Finance and Funding

- 6.1 The current position on Council costs July 2015 to 30 April is \$6m. Of these \$4.1m have been loan funded. Costs in the current financial year are \$3.3m of these the two major costs are land and access and the procurement work streams. Budget costs through to financial close continue to be worked through, in particular the estimates for professional fees and agreement on which costs are "core project" and met by the joint venture and which costs are to be met by WIL and Council separately. We are yet to agree the allocation of sunk costs between jointly funded costs and Council only costs. That work has been delayed as we focus on finalising the LTP.

- 6.2 As noted previously Council will continue to loan fund core project costs. Other Council costs including staff time, governance support, the SOP process and hydro business case will be charged as operating costs. This may result in some over budget positions at year end. The Council internal loan for the project work in progress stands at \$4.12M as at 30 April 2018.

Waimea Project - Summary Financials							
(Excludes WIL and WCDL costs)							
	Pre June						
	2014	14/15	15/16	16/17	Apr 18		
Expenditure	Actual	Actual	Actual	Actual	Actual		
Stage 1 - Pre Feasibility	412	0	0	0	0		
Stage 2 - Feasibility	1,564	0	0	0	0		
Stage 3	222	0	0	0	0		
Design	1,929	0	0	0	0		
Governance	214	0	0	0	0		
Project Management	59	443	69	339	167		
Consenting	205	802	8	8	39		
Finance and Funding	0	14	0	0	0		
CCO Establishment	0	48	0	0	0		
Water Supply Solution (Tonkin Taylor/Beca)	0	347	86	125	1,216		
Land and Access	0	108	289	272	1,531		
TRMP Plan Changes	0	5	0	0	0		
Professional Support CCO Structure/Borrowing Agreement		0	27	234	421		
Communications	0	25	0	18	7		
Strategic Relationships	0	4	0	0	0		
Statutory Process	0	49	0	0	0		
Hydro	0	0	0	0	72		
Project Office	0	0	0	0	402		
Interest on loan funding	0	0	74	71	143		
Total	4,606	1,843	552	1,066	3,998	7459	
Funding							
Targeted Rates	181	0	0	0	0		
Water Permit Levy	680	0	0	0	0		
Fish and Game	10	0	0	0	0		
NCC	413	0	0	0	0		
Waimea East Irrigation	304	0	0	0	0		
Interest Earned	100	0	0	0	0		
SFF/CIF Contribution	1,570	0	0	0	0		
Tasman District Water Activity	2,010	0	0	0	0		
TDC BAU Funded operational Costs	0	696	133	549	518	1896	
TDC Internal Loan	0	484	419	455	2,765	4,124	6,020
WIL contribution	0	0	0	62	716	778	
Total	5,269	1,180	552	1,067	3,998	6797	
Variance	663	-663	0	0	0	-663	

7.0 The Council Controlled Organisation and Commercial Terms

- 7.1 Work on the various documents to establish the CCO is underway. Alex Adams and Mike Drummond have the lead on this work. The initial drafts of the key documents have been received and are being reviewed. We aim to get officer level negotiated drafts agreed by mid-June 2018.

- 7.2 All first drafts will be prepared on the basis of the term sheets agreed on 21 September 2017 and any subsequent jointly agreed positions. Responsibility for preparing the first draft of equity and project documents has been assigned to Anderson Lloyd. Chapman Tripp will prepare the first draft of the majority of the finance documentation.
- 7.3 There are matters that have been interpreted differently by WIL and Council, for example, the project cost over runs as contained in the Project Agreement term sheet. This will only be an issue if the project cost at financial close is materially above \$75.9m.
- 7.4 Advice on tax and insurance is being sought with PwC acting for Council, WIL and the CCO in respect of tax. Marsh is acting for the partnership on insurance.
- 7.5 The cost of this work will be covered by the Waimea Water project budget (Project Costs), except any subsequent review and negotiation involving instructions by one or other of the parties. In that case costs will covered by the party instructing the work.
- 7.6 The Freshwater Improvement Fund paperwork is a Council cost as is the CIIL environmental loan documentation.
- 7.7 CCO formation costs will be a project cost (i.e. company registration fees, legal costs for incorporation). However, director appointment process costs will be borne by the appointing party. We have agreed to coordinate and manage the overall process as a JV cost but recruitment agency costs, travel for interviews etc will be borne by the party appointing the director.
- 7.8 By way of a reminder the project documents comprise -
- 7.8.1 Direct Deed
 - 7.8.2 Project Agreement
 - 7.8.3 Shareholders Agreement and CCO Constitution
 - 7.8.4 Wholesale Water Augmentation Agreement and 'downstream' agreements
 - 7.8.5 Documents relating to the CIIL/WIL facility
 - 7.8.6 Documents relating to the CIIL/Council environmental loan facility
 - 7.8.7 Credit Support Agreement.

8.0 Contractor Procurement

- 8.1 The Project Director (Andy Nelson) has advised that the initial pricing will go to the independent estimator for review at the end of May. It is planned to have the 'final aligned price for construction' later in June.
- 8.2 As you will know, this is not a fixed contract. Rather there will be certainly around the pricing of certain elements of the contracts and a risk schedule which will be priced separately. The pricing and allocation of risk is a matter for negotiation.
- 8.3 If the budget is exceeded (taking into account the inflation and scope risk components) based on the firm pricing and risk allocations, the Project Governance Board will need time to consider the consequences before bringing a recommendation to the Council, WIL and CIIL. That is because the decision to accept a tender price including the risk allocation arrangements has not been (and should not be) delegated.
- 8.4 While there will be a high level of interest in the numbers, the Project Governance Board has asked the Project Office to develop the final price package as fully as possible before presenting it and to ensure that it is digestible.

9.0 Land and Access

- 9.1 I gave a verbal update on the status of the various land and access challenges at the recent Long Term Plan deliberations meeting. To reiterate, the outstanding matters are –
- 9.1.1 settling compensation with JWJ
 - 9.1.2 finalising an agreement with Ngati Koata
 - 9.1.3 resolving the Department of Conservation issues.
- 9.2 It is likely that the compensation arrangements with JWJ will not involve a payment for suspension of harvesting as alternative access arrangements pre and during construction are close to being agreed.
- 9.3 We have delayed firming up on a draft heads of agreement with Ngati Koata while we look for a way to deal with concerns Ngati Koata has raised about the possibility that the proposed CCO could be converted to a trading entity, will make a profit and pay dividends. In the interim I have written to Ngati Koata asking them to begin the process to identify the person they want to be appointed to the board of Waimea Water Limited.
- 9.4 As previously advised, the Department of Conservation has advised they do not consider that the mechanism proposed for transferring the 9.6 ha of Mount Richmond Forest Park land is available to us i.e. a transfer under s50 and s20 of the Public Works Act despite earlier advice and understandings. Their position is that there is no acquisition pathway available to us because of the unusual status of the land.
- 9.5 The land is deemed conservation park under the Conservation Act 1987 having been declared state forest park in 1977 under the Forest Act 1949. The Department has advised that s61(a)

of the Conservation Act requires that deemed conservation park cannot be disposed of until it is declared held for conservation purposes. That declaration hasn't been made of course. The Department says that there is no basis for making such a declaration if the intention is to dispose of the land. If the declaration was made however the Public Works Act acquisition pathway would be available.

- 9.6 This interpretation doesn't appear to have any precedents. It means that deemed conservation park can't be disposed of for a public work regardless of its importance. The merits of the Waimea Water Augmentation Scheme nor the conservation merits of the land haven't come into play in the decision – it's simply based on an interpretation of s61(9) of the Conservation Act.
- 9.7 Council's position is that the Public Works Act provides an alternative pathway that doesn't require the Conservation Act to be considered as the Department is doing. We say that the land is held for a public work now, as defined by the Public Works Act and so can be transferred under s50 and s20 as an existing public work without doing anything under the Conservation Act. I understand this to be a common occurrence.
- 9.8 Given that the Department has consented to the use of the land for the water storage reservoir and has agreed a biodiversity offset package and pest management programme which will cost the project over \$2m it is disappointing that they are so firm in their views.
- 9.9 Our proposal to consider declaring the land to be a local purpose reserve was rejected. Other options such as a Public Works Act license or a concession have been considered and rejected also.
- 9.10 The two options we have been given are a Local Bill and declaratory proceedings in the High Court. Neither are appealing, but of the two the Local Bill provides the most direct path to a resolution.
- 9.11 Failure to find a path forward will end the project.
- 9.12 In anticipation of a Local Bill being the best option I am seeking Council's approval to commence the process. A summary of the process for a Local Bill follows. The Bill itself can be a short simple document but the process is potentially lengthy and complex.
- 9.13 On 16 May 2018 a group of us met Department officials and Crown legal advisers to see what the options are. Other than making our points on the law, we explored the Local Bill option and sought the Department's views on the form of Bill that is most likely to gain their support. I will provide a verbal update on that meeting which may need to be considered in the confidential section of this Council meeting (please note that at the time of writing this report the meeting hadn't taken place).
- 9.14 In anticipation of needing to go down the Local Bill track I recommend that Council approval a Bill's drafting. As a first step Council could consider the a draft Bill and detailed advice on the process at its 28 June 2018 meeting.
- 9.15 Here is a summary of the process for introducing a Local Bill and having it considered –
- 9.15.1 a Local Bill is promoted by, drafted (in consultation with Parliamentary Counsel Office) by and is under the control of the Council;
 - 9.15.2 the Bill should be short and simple;
 - 9.15.3 there is a Select Committee stage and although the Council would have no direct power over amendments, it is usual for the promoting Council to be consulted;

- 9.15.4 an extensive pre-introduction notification process is required;
 - 9.15.5 extensive filing of documents with the Clerk of the House is required;
 - 9.15.6 a Local Bill requires a declaration that its objects can't be met other than by legislation;
 - 9.15.7 DoC, LINZ and other directly affected government departments would need to be consulted;
 - 9.15.8 the process could take 12 months or longer;
 - 9.15.9 the filing fee is \$2000.
- 9.16 Here is a brief explanation about **why the 9.6 ha is so critical** to the scheme.
- 9.17 Beca produced a report for the Council in May 2015 that reviewed the previous construction cost estimates including the inflation and scope risk provisions in the budget. It also looked at the cost benefit of a smaller dam (9.2M m3 versus 13.4M m3 reservoir capacity). This 31% reduction in storage volume only produced a cost saving of \$4.3-4.8M. At the mid-range (\$4.5m) that was a 5.45% saving on the 2015 p95 estimated total project cost.
- 9.18 As councilors will know, most of the cost of a dam is in the bottom whereas the value is in the top due to the V shaped profile of the reservoir. Other dam costs are relatively fixed i.e. independent of crest and additional costs in redesign for example that would erode any potential savings. In short a smaller dam on this site is uneconomical and not viable.
- 9.19 Not having the Mount Richmond Forest Park land would result in an even smaller structure. We have looked at the land boundary (Mt Richmond Forest Park) previously to see what the reservoir level would be at the boundary. The level is approximately 170m. The river level at the dam is approximately 150m. Therefore the dam would be approximately 20m high. The bottom intake level is currently proposed to be at 166.5m, so the resulting operating range would only be 3.5m.

From the storage elevation curve from the Stage 3 design report (see below), reading from 170m RL on the vertical axis you will see that the total storage would only be approximately 1.5M m3. Most of this would be dead storage. This illustrates what we all know – most of the cost of the dam is in the base and most of the benefit is in the top, or as I recently heard said, 'the only value in the water at the bottom of the reservoir is to hold the water at the top of the reservoir up'.

3 Storage elevation curve

Figure 3.1 shows the storage elevation curve developed for the Lee Valley Dam. This has been developed using contours derived from LIDAR supplied by WWAC. The storage elevation curve accounts for the volume of the dam itself. The curve does not account for any changes in the reservoir due to:

- The use of alluvial gravels (or any other material in the reservoir) for borrow materials; or
- Changes in storage over time as a result of sedimentation.

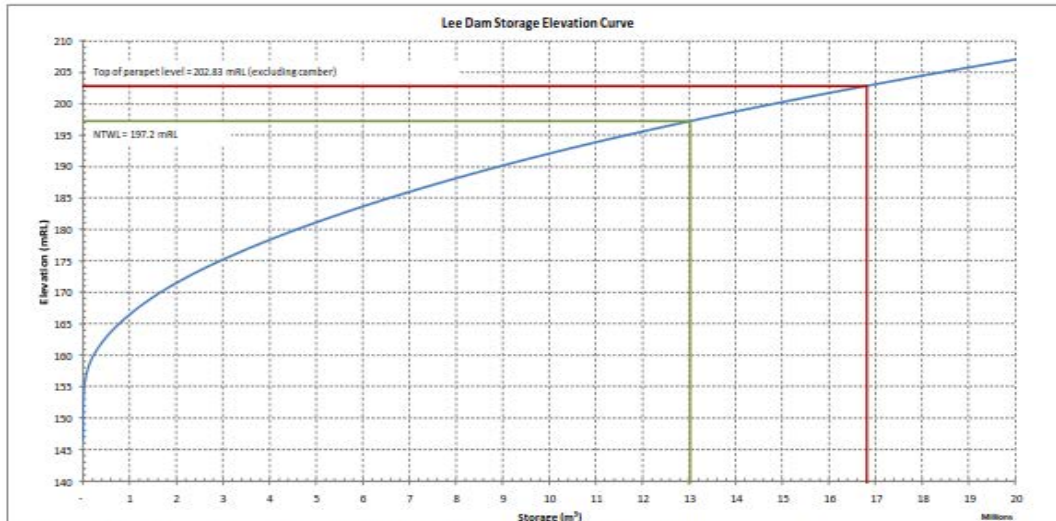


Figure 3-1 Storage elevation curve showing NTWL at 197.2 mRL

10.0 Hydroelectric Power Generation

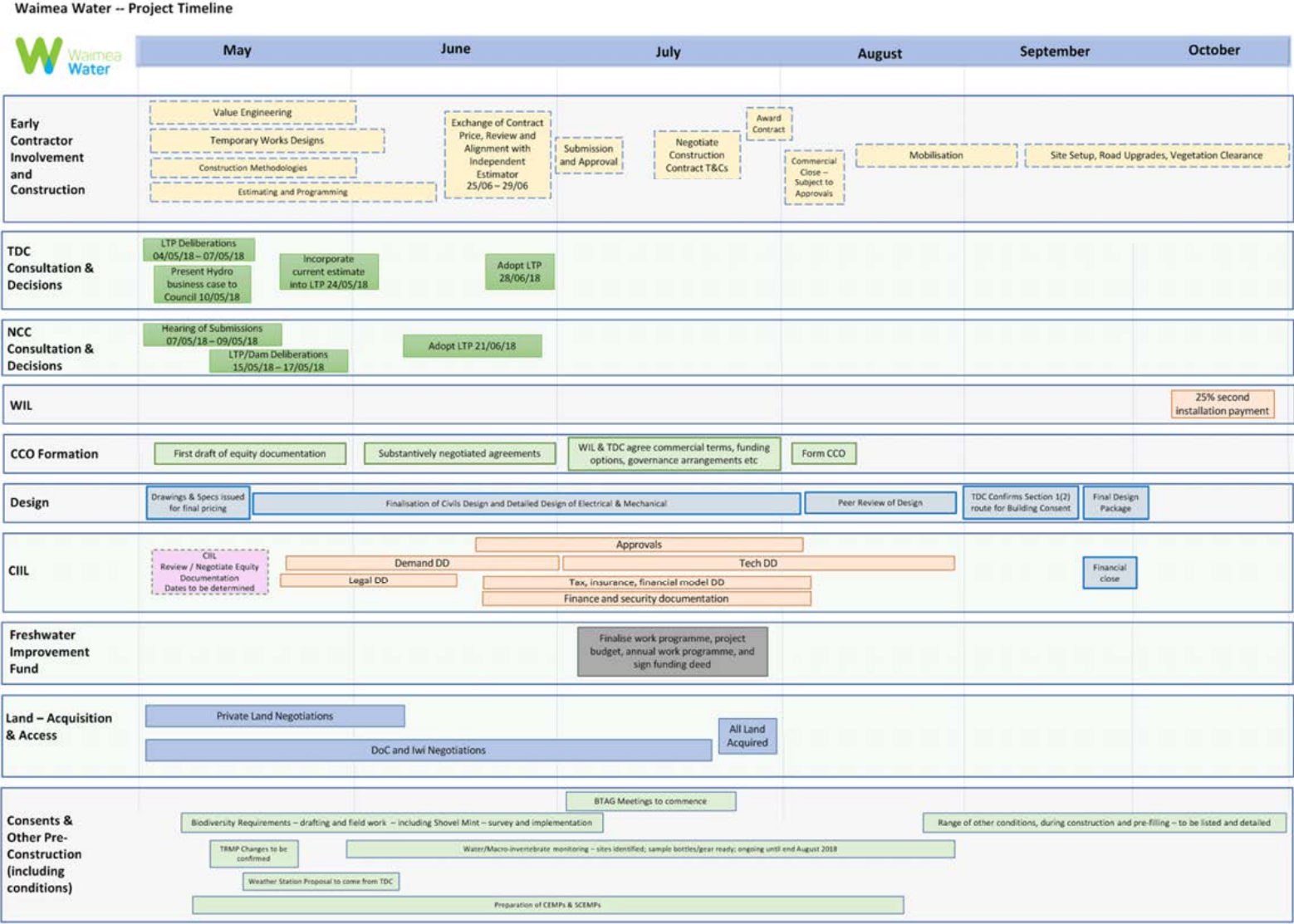
- 10.1 An initial business case based on conservative but robust cost and revenue estimates indicates that generating hydroelectric power from the proposed scheme is commercially viable. It will also significantly enhance the scheme's environmental credentials.
- 10.2 The assessment is based on using the base flow from the reservoir, flows discharged for water recharge and augmentation and flood flows. Hydro returns cannot be leveraged at the expense of the dam's primary purpose.
- 10.3 Richard Kirby is progressing the further advice and recommendations. Dialogue with the Council's joint venture and funding partners is required Council's express approval will be sought before a proposal is developed.
- 10.4 It is quite likely that staff will recommend that Council partner with another entity to build own and operate, and potentially transfer, the scheme on behalf on the community.

11.0 Strategic Relationships

- 11.1 In addition to the key relationships that have been reported on in the past we have provided a briefing paper to key Government Ministers. The Mayor and I met the Minister of Conservation on 23 April 2018, with two of her officials, to discuss the project.

12.0 Attachments

- | | | |
|----|--|-----|
| 1. | Project Timeline as at 24 May 2018 | 167 |
| 2. | WIL informationon share subscriptions May 2018 | 169 |



Doc Title: WW Project Timeline
Doc No: WW1-PGG-PRG-0001

May 2018



Waimea Irrigators Limited Water Share Offer and Applications

Background

Waimea Irrigators Limited (WIL) released its Product Disclosure Statement (PDS) for the Offer of Water Shares in Waimea Irrigators Limited on 8th February 2018. The Offer period closed on 12 April 2018.

The purpose of the Offer was to raise a minimum of \$16.5 million of equity funding, with \$16 million to fund WIL's interest in Waimea Water Limited and \$0.5 million to cover costs associated with the project.

On 13 April 2018 WIL announced the Share Offer had been successful and that by raising this capital, WIL has passed the major hurdle to access low-cost debt funding from Crown Irrigation Investments Limited (CIIL) to make its total contribution to the project \$38.6 million.

Product Disclosure Statement and Share Registry

WIL's PDS was carefully scrutinised multiple times as it was drafted by a Due Diligence Committee made up of WL Directors and staff, and two independently appointed members. The Due Diligence Committee reviewed the document for accuracy and to ensure it met with the requirements of the Financial Markets Conduct Act. A Due Diligence file was compiled that contains the source material for statements made in the PDS itself. The PDS was submitted to the Financial Markets Authority (FMA) for review prior to it being lodged on 2 February 2018 and feedback from the FMA was carefully considered and acted upon.

Once printed, the PDS was distributed to water users on the Waimea Plains via the post or in person via Ambassadors. The Ambassadors, about 20 local irrigators, were each assigned a group of potential share subscribers who had indicated their intention to purchase shares in WIL's Expression of Interest Survey undertaken in early 2017. Electronic copies of the PDS were also available on WIL's website.

Share subscribers posted or scanned their application forms to Crowe Horwath who were commissioned to compile and maintain the share registry for WIL.

WIL's Share Subscribers

WIL received 224 applications for shares. Of these, 82 were from individuals, 36 were from partnerships, 37 were from trusts and 69 were from companies.

66% of applicants applied for 1-5 shares; 22% of applicants applied for 6-29 shares; and 12% applicants applied for 30 or more shares.

The smallest applications were for one share. The largest application was 252 shares, representing an investment of \$1.386 million from that applicant.

'Over-subscription', where applicants applied for more shares than their land area, represented around 14% of the total number of shares subscribed for.

A total of 3 shares were applied for by 'White Knight' investors and the applicants were from the Nelson Tasman region.

Land uses (present and potential) were varied and included market gardening, tunnel houses and glasshouses for vegetables and fruit, pipfruit, grapes, berries, feijoas, cherries, kiwifruit, olives, truffles, pasture for dairy cows, beef cows, sheep, pigs and horses, nurseries for tree and root stock production, hop processing, cut flowers, crops for dry stock and dairy support, ready lawn, hay and baleage, nut trees, ornamental gardens, Christmas tree production, hydroponics, poultry, and washdown water.

First Call of Share Subscription Price

The first call of the Share Subscription price, being 50% of \$5,500 per share, was due on 10 April 2018. A small amount of this is still outstanding. The main reasons for non-payment include the applicant being out of the country on holiday or having money on a term deposit that will be available shortly. In no instances has WIL been advised that an applicant will not pay.

Payment is made to a Trust Account managed by Crowe Horwath. Share money will be returned to applicants in the event that the Offer does not become unconditional on or around 29 June 2018 (or some such date to be determined by the WIL Board depending on project progress).

Issue of Shares

The Water Shares will be issued to applicants once the Share Offer becomes unconditional. At this point the Share Subscription money will be available for the construction of the Dam. Once the Shares are issued the names and addresses of the Share subscribers and the number of Shares they hold will be available on the Companies Office website.

8.5 INITIAL PROPOSAL FOR REPRESENTATION REVIEW 2018**Decision Required**

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Sandra Hartley, Policy Officer - Strategic Development
Report Number:	RCN18-05-05

1. Summary

- 1.1. Sections 19H and 19J of the Local Electoral Act 2001 (LEA) require local authorities to carry out a review of their representation arrangements at least once every six years.
- 1.2. Tasman District Council previously carried out a representation review in 2012 for the 2013 local authority elections. Council is now required to undertake a representation review for the 2019 local authority elections.
- 1.3. Representation reviews are reviews of the representation arrangements for:
 - 1.3.1. the number of wards (if any); and
 - 1.3.2. their boundaries, names, and number of members.
- 1.4. The representation review also includes deciding the:
 - 1.4.1. basis of election, i.e. at large (over the whole district as against by ward), wards or a mixture of both (this excludes the Mayor, who is elected at large in accordance with S19B of the LEA); and
 - 1.4.2. review of community boards, in particular, whether there should be communities and community boards, and if so, the nature of any community and the membership and structure of any community board.
- 1.5. The LEA details criteria that must be satisfied when Council conducts its representation review. The three main factors are:
 - 1.5.1. identification of communities of interest;
 - 1.5.2. effective representation for these communities of interest; and
 - 1.5.3. fair representation of electors, as per S19V(2) LEA (whereby each elected member must represent +/- 10% of the population of the District, known as the “+/- 10% rule”).
- 1.6. After taking these requirements into consideration, Council must adopt an initial proposal for public consultation, and publicly notify the public’s right to submit on this proposal. Any submitter that wishes to speak to their submission will have an opportunity at a Council hearing on 18 and 19 July 2018.
- 1.7. Council will consider the submissions, and adopt a final proposal, which will be publicly notified inviting objections and/or appeals.

- 1.8. Should Council receive any objections or appeals, or the proposal does not meet the requirements of the +/- 10% rule, the proposal and/or objections/appeals will be forwarded to the Local Government Commission (LGC) for consideration and final determination.

2. Draft Resolution

That the Full Council

1. receives the Initial Proposal for Representation Review 2018 report RCN18-05-05; and
2. resolves under sections 19H and 19J of the Local Electoral Act 2001 (LEA) to adopt the following Initial Proposal for Tasman District Council for the triennial elections to be held on 12 October 2019 and any subsequent elections/polls held thereafter until altered by a subsequent decision:

- I. The District be divided into five wards as per the appended maps, with Councillors being elected by wards;
- II. The Council will comprise a Mayor, who is elected at large, and 13 councillors elected by ward as follows:
- III. Richmond Ward – four councillors
Motueka Ward – three councillors
Moutere/Waimea Ward – three councillors
Golden Bay Ward – two councillors
Lakes/Murchison Ward – one councillor
- IV. The population (using population estimates from Statistics NZ as at 30 June 2017, based on the 2013 census) that each member will represent is as follows:

Ward	Population	Number of Councillors	Population per Councillor	% deviation from District average population per Councillor
Golden Bay	5,320	2	2,660	-32.43*
Motueka	12,300	3	4,100	4.14
Moutere/Waimea	13,500	3	4,500	14.30*
Lakes/Murchison	3,660	1	3,660	-7.03
Richmond	16,400	4	4,100	4.14
	51,180	13	3,937	

**Non-compliance with S19V(2) Local Electoral Act 2001 (LEA) (+/- 10% rule)*

- V. Agrees the Golden Bay Ward be treated as an isolated community and depart from complying with S19V(2) of the LEA for the following reasons:
 - the Local Government Commission (LGC) deemed the Golden Bay Ward to be an isolated community in both the 2006 and 2012 Representation Reviews;
 - the Golden Bay Ward is an isolated community requiring specific representation in order to provide effective representation;
 - it has a very clear geographic line that separates Golden Bay from the balance of the district;

- weather patterns can vary considerably from the rest of the District with heavy rain causing flooding that can isolate Golden Bay;
- recent storm events from Cyclone Gita have shown that access across the Takaka Hill can be cut off;
- contracts for roading, parks and reserves etc are all carried out from depots and staff based in Golden Bay;
- the Bay has a relatively small permanent population which swells considerably during the holiday season with people using the camping grounds and many of the baches that remain empty for most of the year;
- reducing the number of members will compromise the rural voice and increase the population per member to almost 5,000;
- there are four distinct settlements within the Golden Bay Ward, comprising of Collingwood, Pohara, Ligar Bay and Takaka, which make up the broader community of interest of Golden Bay;
- there are significant distance and travel times within the ward and to Council's Richmond office;
- elected members are the 'eyes and ears' of the community, and often the first point of contact for the wards ratepayers and residents.

VI Agrees that the Moutere/Waimea Ward depart from S19V(2) of the LEA for reasons of:

- Council considered three scenarios to ensure Moutere/Waimea Ward would comply with S19V(2), by adding a part of that ward into other wards. These included an extended Motueka Ward to include Motueka Valley, an extended Motueka Ward to include Tasman/Kina, and an extended Richmond Ward to include Waimea West.
- Councillors were not in favour of extending the Richmond Ward to include Waimea-West, because it would split communities of interest, but requested the two Motueka Ward scenarios to be taken to their respective community associations for feedback.
- Both the Motueka Valley Association and the Tasman Area Community Association members rejected the scenarios, as they did not feel that their community of interest was with the Motueka Ward.
- Of note the Richmond, Motueka and Moutere/Waimea Wards are all currently experiencing high growth in comparison with the Lakes/Murchison and Golden Bay Wards, which makes it difficult to accurately comply with the S19V of the LEA, as the latest statistics are unavailable for population and meshblocks.
- Council decided to stay with status quo for the Moutere/Waimea Ward noting that S19V(3)(ii) of the LEA could apply, whereas compliance with the +/- 10% rule would limit effective representation of communities of interest by dividing a community of interest between wards or subdivisions.

- Staying with the status quo for this Ward would only exceed the maximum allowed population formula by 170 per member, which is considered to be only a minor departure from S19V(2). In the 2012 review the LGC also accepted that splitting this ward would also split communities of interest. At that time the exceedance was 264 per member/population ratio.

VII Generally Council agrees:

- that the current representation arrangements appear to be generally well understood and accepted by residents of the District, which was reflected in the 2012 representation review where only eight submissions and one appeal were received;
- that the $\pm 10\%$ formula for fair representation does not fit unitary authorities;
- there are five broad distinct communities of interest based on the current wards;
- the present system provides for fair and effective representation and is generally accepted throughout the District;
- retaining the current ward boundaries may not comply with the population requirements in Section 19V(2) of the LEA, but Council considers;
 - the current ward boundaries reflect the existing communities of interest;
 - the Golden Bay Ward has been, and still is, considered to be an isolated community/ward; and
 - the alternatives, for the Moutere/Waimea Ward, such as those considered by Council as part of this review, and the LGC in the former amalgamation proposal, (which put Tasman and Kina into the Motueka Ward), although they may meet the population requirements, will split existing communities of interest.

VIII That there be two communities represented by two community boards as follows:

Golden Bay Community Board	Area covered by the present Golden Bay Ward boundaries.
Motueka Community Board	Area covered by the present Motueka Ward boundaries.

The Golden Bay and Motueka Community Boards will each elect four members. They will not be subdivided for electoral purposes. They would each have their respective elected Ward members appointed to the Boards as follows:

Golden Bay Community Board	Two elected Golden Bay Ward councillors
Motueka Community Board	Three elected Motueka Ward councillors.

The Boards would carry out their role as per S52 of the Local Government Act 2002 (LGA), along with the responsibilities and powers set out in Council's Delegation Register.

- 3 agrees that public notice be given of Council's Initial Representation Review proposal in Newsline and subsequent Newsline updates, inviting submissions from members of the public, for a period of one month from the date of the first publication; and**
- 4 appoints Full Council as the hearing panel to hear and consider submissions on Council's Initial Proposal on 18 and 19 July 2018, and to adopt a final proposal for public consultation.**

3. Purpose of the Report

- 3.1. To request Council adopt the recommended initial proposal for representation arrangements for the 2019 and 2022 triennial elections and any associated elections or polls, and that the proposal be publicly notified for consultation purposes.

4. Background and Discussion

- 4.1. The Local Electoral Act 2001 (LEA) requires all local authorities to review their representation arrangements at least once every six years. The review considers the number of elected members, how they are elected, if by wards the ward names and boundaries, and whether or not to have community boards. Council last carried out a review in 2012, therefore a review has to be undertaken this year in time for the 2019 triennial elections.

Current Representation Arrangements

- 4.2. Tasman District Council is currently divided into five wards, being Golden Bay, Motueka, Moutere/Waimea, Lakes/Murchison and Richmond Wards.
- 4.3. The Council comprises a Mayor who is elected at large, and 13 councillors elected by wards.
- 4.4. Councillors are elected as follows:
 - 4.4.1. Two councillors for Golden Bay Ward
 - 4.4.2. Three councillors for Motueka Ward
 - 4.4.3. Three councillors for Moutere/Waimea Ward
 - 4.4.4. One councillor for Lakes/Murchison Ward; and
 - 4.4.5. Four councillors for Richmond Ward.
- 4.5. There are two community boards as follows:
 - 4.5.1. Golden Bay Community Board, based on the boundaries of the Golden Bay Ward, which comprises four elected members, and two Golden Bay Ward Councillors.
 - 4.5.2. Motueka Community Board, based on the boundaries of the Motueka Ward, comprising four elected members, and three Motueka Ward Councillors.

Pre-consultation

- 4.6. Council undertook an online survey, and although the survey was advertised through several editions of Newsline, we only received a total of 46 responses. Due to the limited response, the sample size is too small to give a true analysis of ratepayers and residents views/opinions. Attachment 3 contains a summary of the responses for your information.
- 4.7. Based on the current arrangements, but to ensure compliance with the +/- 10% rule, staff brought two proposals to Council for consideration at a workshop on 27 February 2018. One was an extended Motueka Ward to include Kina and Tasman, and the other was an extended Richmond Ward to include Waimea West. Both these proposals reduced the Moutere/Waimea Ward to ensure this Ward complied with the +/- 10% rule for fair representation purposes.
- 4.8. Council indicated that they would not support the Richmond Ward proposal, because it would split communities of interest, but requested staff come back with a proposal to include the Motueka Valley in the Motueka Ward, and that this proposal along with the proposal to include Kina and Tasman in the Motueka Ward be taken to the respective community associations concerned for their feedback.
- 4.9. Moutere/Waimea Ward Councillors took a proposal which was an extended Motueka Ward including the Motueka Valley to the Motueka Valley Association's meeting on 14 March 2018. The feedback received at that meeting was that residents of the Motueka Valley area identify themselves with the Moutere/Waimea Ward and do not want to become part of the Motueka Ward.
- 4.10. The second proposal of an extended Motueka Ward to include the Kina/Tasman area, was taken to the Tasman Area Community Association meeting on 28 March 2018. Feedback from this meeting was that residents identified themselves with the Ruby Bay Coast, and they were concerned that the Tasman Area Community Association (TACA) might be lost if they merged with Motueka and came under the Motueka Community Board.
- 4.11. Council considered a Representation Review Report on 5 April 2018, and resolved the following:

CN18-04-15**That the Full Council**

- 1. receives the Representation Review & Electoral System Update report RCN18-04-06;**
- 2. instructs staff to bring back to the 24 May 2018 Council meeting an initial representation review proposal for consideration and possible adoption for consultation, based on retaining the current representation arrangements, comprising 13 councillors plus the Mayor, the five wards, current boundaries and names, and the retention of the community boards for Golden Bay and Motueka Wards.**

CARRIED**Key Considerations**

- 4.12. The primary objective of the representation review is to ensure fair and effective representation for individuals and communities. There are three factors which must be dealt with:
- 4.12.1. Defining communities of interest;
 - 4.12.2. Effective representation of communities of interest; and
 - 4.12.3. Fair representation of electors.
- 4.13. Taking these factors into consideration, the following questions need to be answered:

- Where are our communities of interest?
- How many councillors are required to represent them effectively?
- How should those councillors be elected – district wide, by ward or a combination of both?
- If a ward system is favoured, what should the names and boundaries of those be and do they comply with the +/- 10% rule?
- Are community boards required, and if so, how many, their names, boundaries and membership?

Communities of Interest

4.14. Communities of interest is not defined in the LEA, and may mean different things to different people, but may include:

- 4.14.1. A sense of belonging to a clearly defined area of locality (perceptual);
- 4.14.2. Distinctive physical and topographical features;
- 4.14.3. Similarities in demographic, socio economic and/or ethnic characteristics of the residents of the community;
- 4.14.4. Similarities in economic or social activities;
- 4.14.5. Dependence on shared facilities in an area, including schools, recreation and cultural facilities and retail outlets;
- 4.14.6. History of the area;
- 4.14.7. Transportation and communication links.

4.15. Staff recommend that Council consider that the five wards represent the five broad communities of interest for the District. They were widely based on the former authority boundaries prior to amalgamation in 1989. The wards have been generally accepted by their residents/ratepayers as their community of interest, based on many of the statements outlined above. The Motueka Valley Association's and the Tasman Area Community Association's views were that their communities of interest lie with the rest of the Moutere/Waimea Ward and not with the Motueka Ward.

Effective Representation – S19(T) LEA

- 4.16. Effective representation requires a territorial authority to ensure that its representation proposal will provide effective representation for the communities of interest in the District.
- 4.17. Effective representation of communities of interest includes:
- 4.17.1. Identifying communities of interest that are geographically distinct.
 - 4.17.2. Accessibility, size and configuration of an area, including residents' reasonable access to their elected members and vice versa.
 - 4.17.3. Elected members ability to: effectively represent the view of their electoral area; attend public meetings throughout the area; and provide reasonable opportunities for face-to-face meetings.
 - 4.17.4. Considering single versus multi-member wards.
 - 4.17.5. Whether to have community boards, and if so, how many, their boundaries and membership.
- 4.18. Effective representation is limited by law, such that:
- 4.18.1. The Mayor must be elected at large
 - 4.18.2. Members (councillors) must be no fewer than six or no more than 30, including the Mayor.
- 4.19. The proposal contained in this report is for Council to retain the five current wards, ward names and number of members, as these arrangements have provided effective representation for these areas for the past six years.
- 4.20. It could be considered that if members were elected at large, there would be a perceived concern that the 'rural voice' would be lost, as members could all be elected, for example, from the urban areas of the Motueka and Richmond wards.
- 4.21. The proposal is for Council to retain the two current community boards, their names, boundaries and numbers of elected and appointed members, as outlined below.

Fair Representation – S19V of the LEA

- 4.22. S19V2 of the LEA states:

For the purposes of giving effect to subsection (1), the territorial authority or regional council and, where appropriate, the Commission must ensure that the population of each ward or constituency or subdivision, divided by the number of members to be elected by that ward or constituency or subdivision, produces a figure no more than 10% greater or smaller than the population of the district or region or local board area or community divided by the total number of elected members (other than members elected by the electors of a territorial authority as a whole, if any, and the mayor, if any).

Based on the Initial Proposal, the population each member will represent is as follows:

Ward	Population	Number of Councillors	Population per Councillor	% deviation from District average population per Councillor
Golden Bay	5,320	2	2,660	-32.43*
Motueka	12,300	3	4,100	4.14
Moutere/Waimea	13,500	3	4,500	14.30*
Lakes/Murchison	3,660	1	3,660	-7.03
Richmond	16,400	4	4,100	4.14
	51,180	13	3,937	

**Non-compliance with S19V(2) Local Electoral Act 2001 (LEA) (+/- 10% rule)*

- 4.23. The Golden Bay Ward does not comply with S19V(2) of the LEA, as noted in the table above. This Ward has been accepted in the past two representation reviews as an isolated Ward by the LGC, and as such was exempt from this requirement. For the reasons outlined in the recommendation, especially in relation to recent storm events, staff are reasonably confident that the LGC will continue to accept that this Ward as an isolated ward/community as per S19V(3)(a)(i) of the LEA.
- 4.24. The Moutere/Waimea Ward also does not comply with S19V(2) of the LEA. Three scenarios to ensure compliance have been looked at. These included an enlarged Richmond Ward to include Waimea West, which Council indicated at a workshop that they would not support as the community of interest lies with the rest of the Moutere/Waimea Ward, along with two scenarios extending the Motueka Ward. One Motueka Ward scenario included the Motueka Valley and the other scenario included Kina/Tasman. Ward councillors took the two Motueka Ward scenarios were taken to the respective community/ratepayer associations for feedback. Both associations have rejected the proposals citing that Motueka is not considered their community of interest.
- 4.25. As a result of these discussions, the proposal outlines reasons that Council may consider show how the Moutere/Waimea Ward complies with S19V(3)(ii), which states:
- S19V (3)*
- (3) *Despite subsection (2),—*
- (a) *if the territorial authority or the Commission considers that 1 or more of the following apply, wards and subdivisions of a local board area or a community may be defined and membership distributed between them in a way that does not comply with S19V(2):*
- (ii) *compliance with subsection (2) would limit effective representation of communities of interest by dividing a community of interest between wards or subdivisions;*
- 4.26. Staff recommend that Council consider that fair representation will be provided with the five current wards, boundaries and number of members.

Communities and Community Boards S19J LEA

- 4.27. In undertaking a review of community boards, Council must consider:
- 4.27.1. whether there should be communities and community boards; and
 - 4.27.2. if so, the nature and structure of the community board(s)
- 4.28. There are two existing community boards, Motueka Community Board and Golden Bay Community Board, with their communities based on their respective Ward boundaries. The two Boards have their Ward members appointed to them, and meet on a monthly cycle. The Boards are elected to look after the local interests of their community and, amongst other things, provide a link between the community and the Council. They have both been given additional responsibilities and powers under Council's Delegations Register. Additionally the Motueka Community Board has a Community Board Rate based on all properties within the Motueka Ward. This rate provides the Motueka Community Board with funds for specific projects that the Board wishes to undertake in the Motueka Ward. The Golden Bay Community Board is seeking a similar rate for the Golden Bay Ward through the Long Term Plan 2018-2028 process, which will allow it to fund specific projects within the Golden Bay Ward.
- 4.29. Council needs to consider whether to retain the two existing communities and community boards, and if there should be any additional communities and community boards established. As discussed at the 27 February 2018 workshop, there are already 11 other democratically established communities associations throughout the District that were effective and worked with the Ward members concerned, and it maybe, therefore, unnecessary to establish any further communities and community boards. Many of these community associations have been opposed in the past to the establishment of community boards in their areas, advocating for the retention of the community associations.
- 4.30. The proposal contained within this report includes the retention of the two existing communities and community boards.

5. Options

- 5.1. Council must meet its statutory obligations to carry out a representation review in 2018.

Option 1

- 5.2. Council adopts the initial proposal as outlined in the recommendation for public consultation purposes:

- 5.2.1. The advantages of this proposal is that these representation arrangements have been in effect since 2007, they reflect the communities of interest in the District, and are generally well understood and accepted by residents/ratepayers in the District. This was evident in the 2012 representation review, where only eight submissions were received. Staff recommend this option.
- 5.2.2. The disadvantage is that two wards do not comply with the +/- 10% rule, and therefore any final proposal that has non-compliance with this rule will need to be forwarded to the LGC for their final determination. The LGC's decision may not be acceptable for any communities that are affected by their determination, if their decision departs from Council's proposal.

Option 2

- 5.3. Council could revisit the three proposals staff brought to them earlier, and choose one which would ensure the Moutere/Waimea Ward complies with the +/- 10% rule:
- 5.3.1. The advantage of this is that the Moutere/Waimea Ward would comply with this rule, but if the initial proposal becomes the final proposal, and the Golden Bay Ward does not meet the +/- 10% rule, the LGC may once again accept that the Golden Bay Ward is an isolated Ward, and rule in favour of Council's final decision.
- 5.3.2. The disadvantage is that Council may receive numerous submissions, appeals and objections against the initial and final proposals, as the ratepayers/residents who will find themselves in another ward may not consider their community of interest lies within that Ward. Ultimately the LGC will need to make a determination.

6. Strategy and Risks

- 6.1. There is a risk that the public may not agree with Council's initial proposal, and if, after consideration of submissions, Council agrees that the initial proposal will become the final proposal:
- 6.1.1. it is likely that those people who submitted to the initial proposal will appeal the final proposal;
- 6.1.2. the final proposal will be referred to LGC for determination because of non-compliance with S19(V) of the LEA; and
- 6.1.3. the LGC may not accept Council's preferred option, and they could impose something that is unacceptable for our communities and Council.

7. Policy / Legal Requirements / Plan

- 7.1. The representation review process is a requirement of Sections 19A-19Y of the Local Electoral Act 2001. Council has to carry out the review at least once every six years. Council's last review was in 2012, and therefore has to be undertaken again this year prior to the 2019 triennial elections.

8. Consideration of Financial or Budgetary Implications

- 8.1. The representation review is covered by the Governance activity budget.
- 8.2. The main budgetary implications, aside from Council meetings and public consultation, would be if Council or the LGC decided to change the ward boundaries, and new plans were required to be drafted and certified by Land Information New Zealand.

9. Significance and Engagement

9.1 The decision sought in this report is of relatively low significance if Council retains the current representation arrangements, evidenced by only eight submissions received in 2012 representation review. The level of significance is likely to change if Council (or the LGC) considers changing the current representation arrangements.

Issue	Level of Significance	Explanation of Assessment
Is there a high level of public interest, or is decision likely to be controversial?	Low-Moderate	Ratepayers/residents appear to be familiar and accept the status quo on the representation arrangements. If Council decides to deviate from that, it could result in a high level of public interest.
Is there a significant impact arising from duration of the effects from the decision?	Low	The duration of the decision sought in this is six years, but could be reviewed again prior to the 2024 triennial elections.
Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	N/A	
Does the decision create a substantial change in the level of service provided by Council?	N/A	
Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	N/A	
Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	N/A	
Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	N/A	
Does the proposal or decision involve Council exiting from or entering into a group of activities?	N/A	

10. Conclusion

- 10.1. Local authorities must review their representation arrangements at least once every six years. The review considers the number of elected members, how they are elected, if by wards, the ward names and boundaries, and whether or not to have community boards. Council last carried out a review in 2012, therefore a review has to be undertaken this year in time for the 2019 triennial elections.
- 10.2. The review has two formal processes, which allow for public consultation, being an Initial Representation Review Proposal, and after consideration of submissions, a Final Representation Review Proposal.
- 10.3. Once the Final Proposal is advertised for public consultation, submitters to the Initial Proposal can put in an appeal, or if the Final Proposal differs from the Initial Proposal, an objection can be lodged by any person.
- 10.4. If the Final Proposal either does not comply with the +/- 10% rule in any ward, and/or received objections or appeals, it will be forwarded to the LGC for final determination, which will come into effect for the 2019 triennial elections.

11. Next Steps / Timeline

- 11.1. If Council adopts this initial proposal, we will publicly notify the proposal calling for submissions in the 8 June 2018 Newline edition, on Council's website, and in Newline updates. Staff will make copies of this proposal available at Council offices and libraries.
- 11.2. Hearing dates for those submitters who wish to present their submissions on the initial proposal are scheduled for 18 and 19 July 2018.
- 11.3. After taking these submissions into consideration, you will decide on a final proposal, which will be advertised calling for appeals (made by someone who submitted on the initial proposal, about matters related to their original submission) or objections (made by any person if Council's final proposal differs from the initial proposal). Council's decision on the final proposal needs to be made by 8 November 2018 at the latest, with objections and appeals closing on 20 December 2018.
- 11.4. If Council's final representation proposal does not comply with the +/-10% rule for the member/population ratio for any ward, it will be referred to the LGC for their determination. This will happen if Council resolves to retain the current arrangements for the Golden Bay Ward and the Moutere/Waimea Ward.
- 11.5. If Council receives any objections or appeals, the final proposal will be referred to the LGC for their determination.

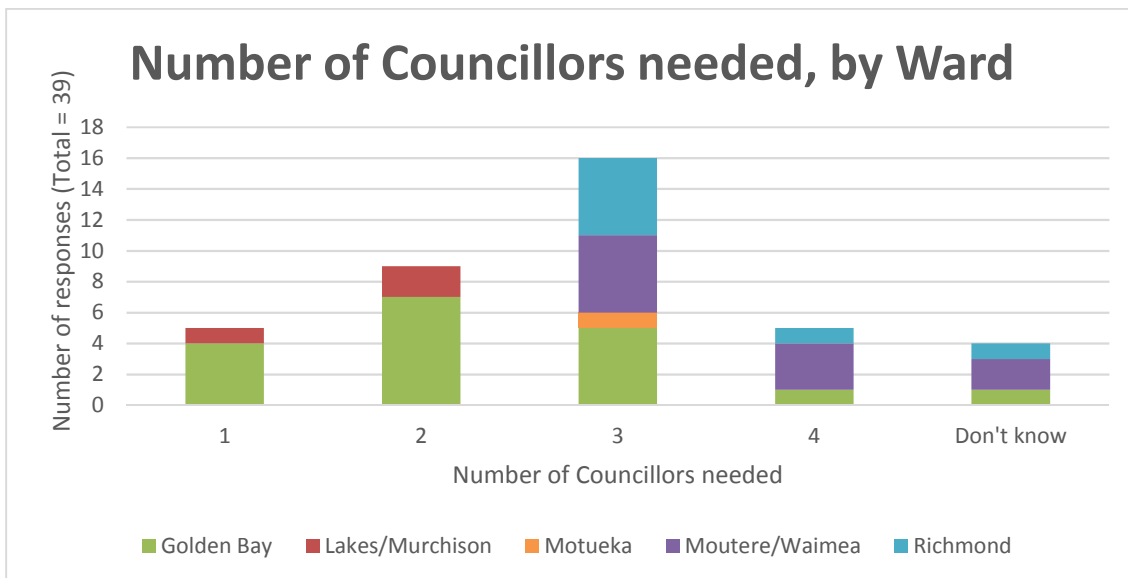
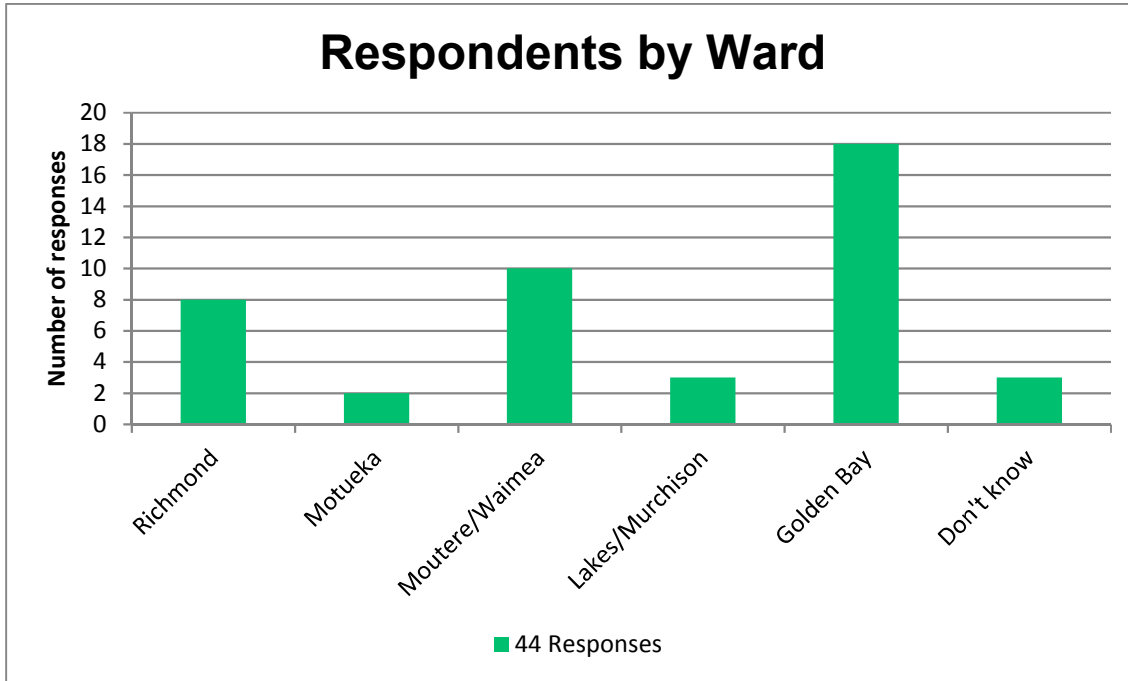
12. Attachments

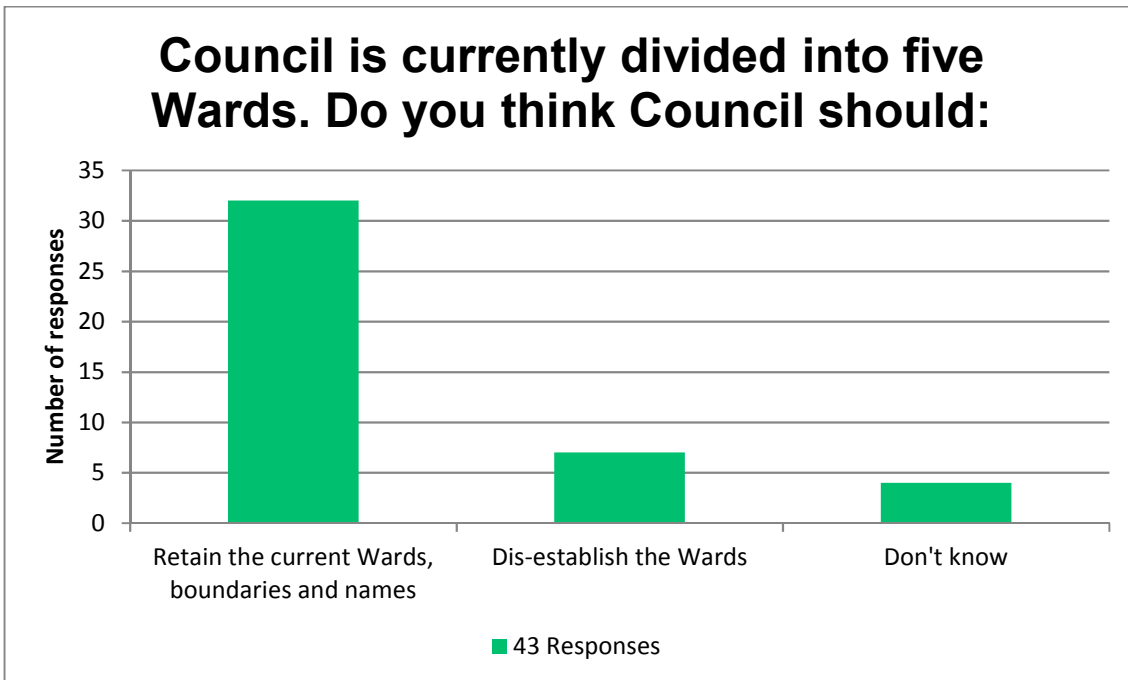
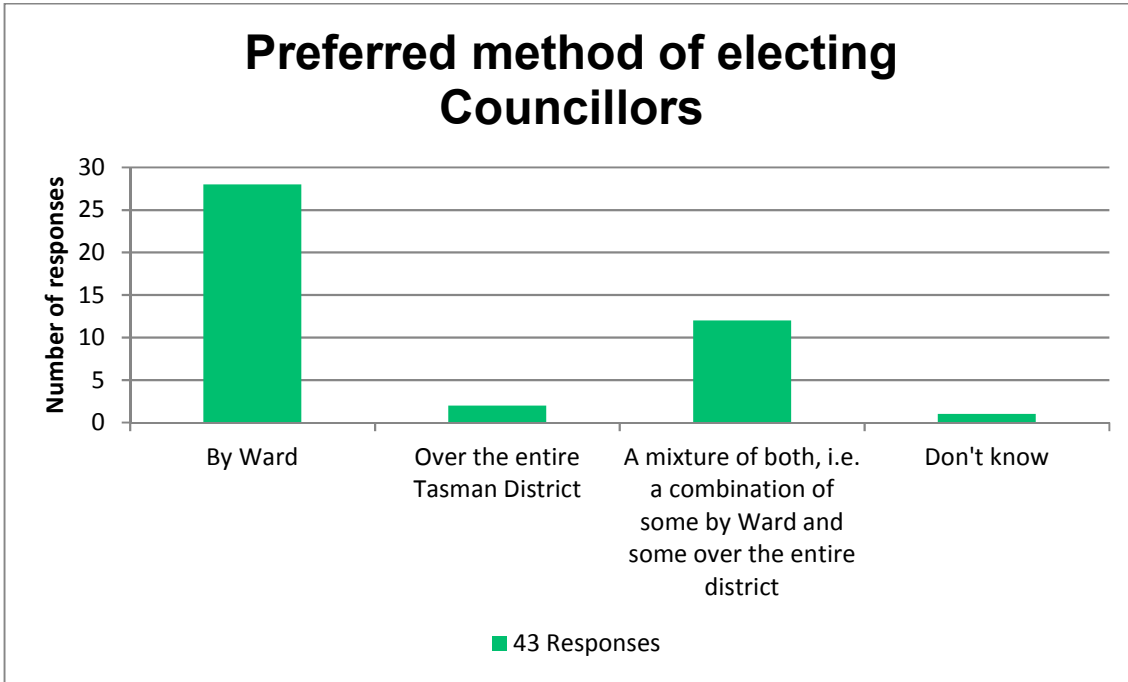
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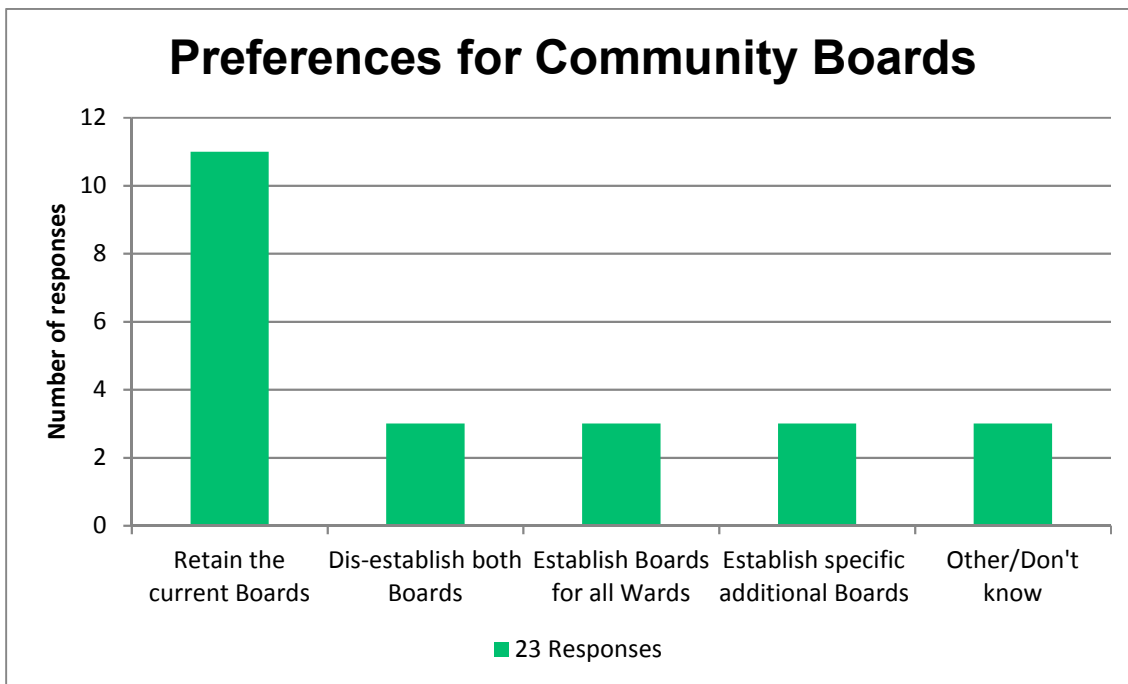
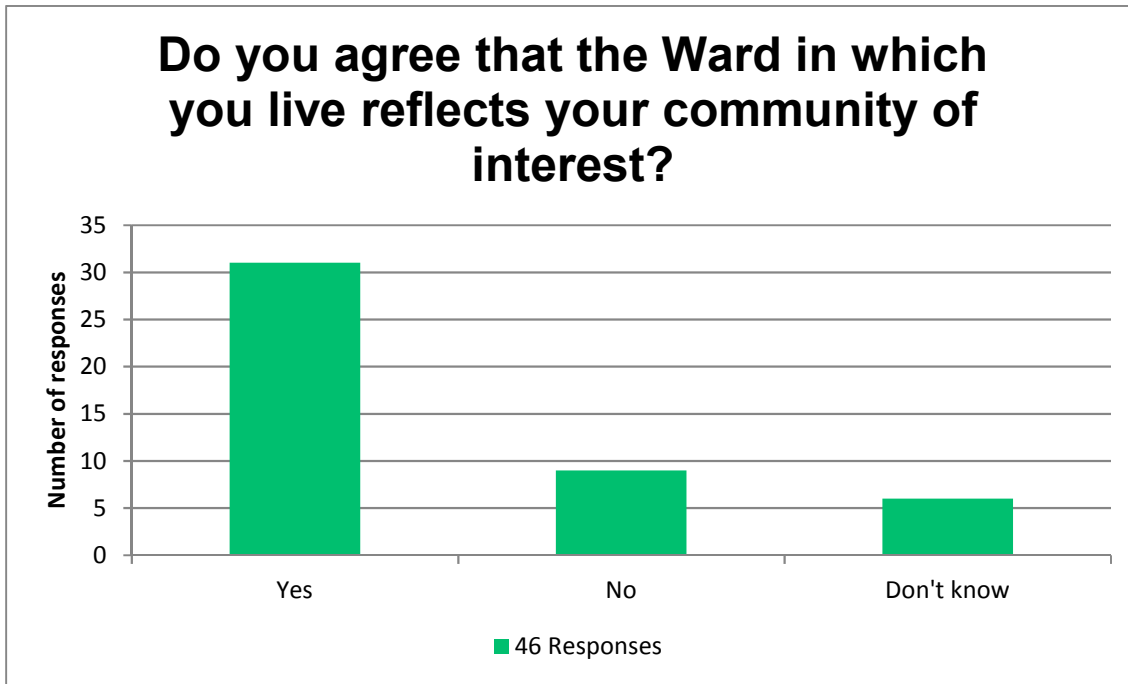


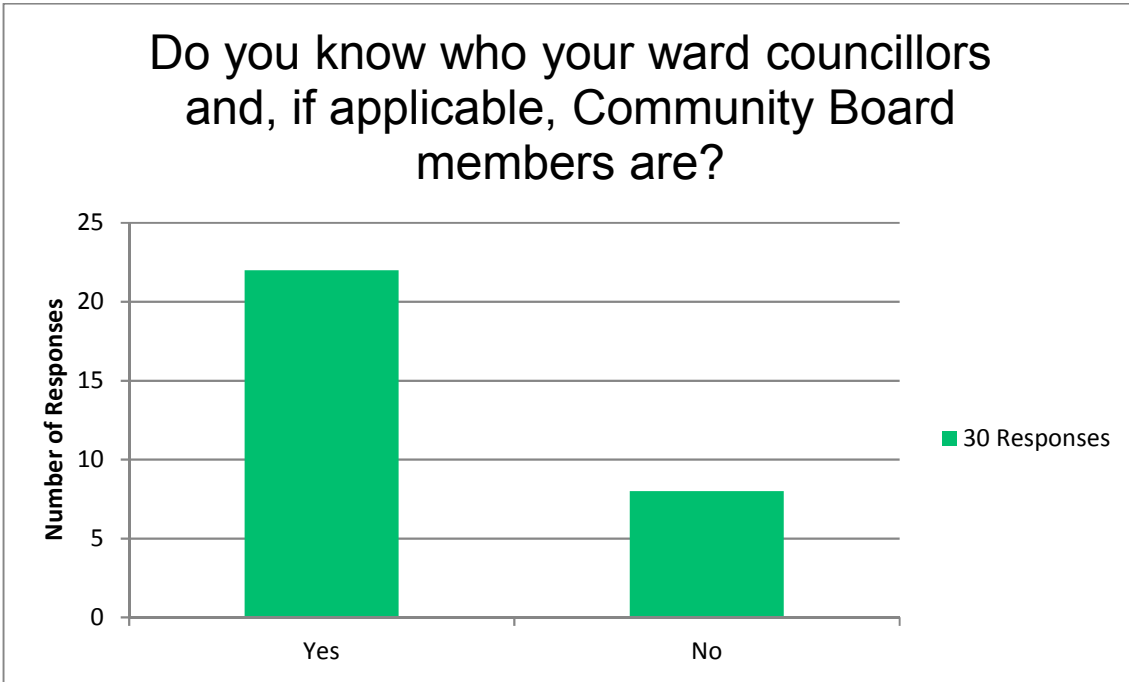
Tasman District Council - Wards

SUMMARY OF ONLINE REPRESENTATION REVIEW SURVEY 2017/2018









**Tasman District Council
INITIAL PROPOSAL FOR REPRESENTATION ARRANGEMENTS
FOR THE 2019 LOCAL ELECTIONS**

On 24 May 2018 the Tasman District Council reviewed its representation arrangements, and resolved that the following proposal apply for the Council and Community Boards for the elections to be held on 12 October 2019:

Council Representation

It is proposed that the Council will comprise 13 members elected from five wards, and the Mayor.

The five wards reflect the following identified communities of interest:

Golden Bay Ward
Motueka Ward
Moutere/Waimea Ward
Lakes/Murchison Ward
Richmond Ward

The population that each member will represent is as follows:

Ward	Population ¹	Members	Population Ratio per member	% deviation from District average population per Councillor
Golden Bay	5,320	2	2,660*	-32.43*
Motueka	12,300	3	4,100	4.14
Moutere/Waimea	13,500	3	4,500*	14.30*
Lakes/Murchison	3,660	1	3,660	-7.03
Richmond	16,400	4	4,100	4.14
Total	51,180	13	3,937	

¹ Population figures are based on Estimated Residential Population as at 30/06/17, provided by Statistics New Zealand, based on the 2013 census

* does not comply with Rule 19V(2)

In accordance with section 19V(2) of the Local Electoral Act 2001 (LEA) the population that each member represents must be within the range of 3937 ± 10% (3544 to 4330), unless particular community of interest considerations justify otherwise.

Reasons for Departing from 19V(2)

The Golden Bay Ward be treated as an isolated community and depart from complying with S19V(2) of the LEA for the following reasons:

- The Local Government Commission deemed the Golden Bay Ward to be an isolated community in both the 2006 and 2012 Representation Reviews;
- The Golden Bay Ward is an isolated community requiring specific representation in order to provide effective representation;
- It has a very clear geographic line that separates the Bay from the balance of the district;
- Weather patterns can vary considerably from the rest of the district with heavy rain causing flooding that can isolate the Bay;
- Recent storm events from Cyclone Gita have shown that access across the Takaka Hill can be cut off;
- Contracts for roading, parks and reserves etc. are all carried out from depots and staff based in the Bay;
- The Bay has a relatively small permanent population which swells considerably during the holiday season with people using the camping grounds and many of the baches that remain empty for most of the year;
- Reducing the number of members will compromise the rural voice and increase the population per member to almost 5,000;
- There are four distinct settlements within the Golden Bay Ward, comprising of Collingwood, Pohara, Ligar Bay and Takaka, which make up the broader community of interest of Golden Bay;
- There are significant distance and travel times within the ward and to Council Richmond office;
- Elected members are the 'eyes and ears' of the community, and often the first point of contact for the wards ratepayers and residents.

The Moutere/Waimea Ward depart from Section 19V(2) of the Local Electoral Act 2001 for reasons of:

- Council considered three scenarios to ensure Moutere/Waimea Ward would comply with S19V(2), by adding a part of that ward into other wards. These included an extended Motueka Ward to include Motueka Valley, an extended Motueka Ward to include Tasman/Kina, and an extended Richmond Ward to include Waimea West.
- Councillors were not in favour of extending the Richmond Ward to include Waimea-West, as it would split communities of interest, but requested the two Motueka Ward scenarios to be taken to their respective community associations for feedback.
- Both the Motueka Valley Association and the Tasman Area Community Association members rejected the scenarios, as they did not feel that their community of interest was with the Motueka Ward.
- Of note the Richmond, Motueka and Moutere/Waimea Wards are all currently experiencing high growth in comparison with the Lakes/Murchison and Golden Bay Wards, which makes it difficult to accurately comply with the 19V of the LEA, as the latest statistics are unavailable for population and meshblocks.
- Council decided to stay with status quo for the Moutere/Waimea Ward noting that S19V(3)(ii) of the LEA would apply, whereas compliance with the +/- 10% rule would limit effective representation of communities of interest by dividing a community of interest between wards or subdivisions.
- Staying with the status quo for this Ward would only exceed the maximum allowed population formula by 170 per member, which is considered to be only a minor departure from S19V(2). In the 2012 review the Local Government Commission also

accepted that splitting this ward would also split communities of interest. At that time the exceedance was 264 per member/population ratio.

Generally Council agrees:

- That the current representation arrangements appear to be generally well understood and accepted by residents of the District, which was reflected in the 2012 representation review where only eight submissions and one appeal was received;
- that the $\pm 10\%$ formula for fair representation does not fit unitary authorities;
- there are five broad distinct communities of interest based on the current wards;
- the present system provides for fair and effective representation and is generally accepted throughout the district;
- retaining the current ward boundaries may not comply with the population requirements in Section 19V(2) of the LEA, but Council considers;
 - the current ward boundaries reflect the existing communities of interest; and
 - the alternatives, such as those considered by Council as part of this review, and the Local Government Commission in the former amalgamation proposal, (which put Tasman and Kina into the Motueka Ward), although they may meet the population requirements, will split existing communities of interest.

Community Board Representation

It is proposed that two community boards will be elected. The two community boards would be:

Golden Bay Community Board	Area covered by the present Golden Bay Ward boundaries.
Motueka Community Board	Area covered by the present Motueka Ward boundaries.

The Golden Bay and Motueka Community Boards will each elect four members. They will not be subdivided for electoral purposes. They would each have their respective elected members appointed to the Boards as follows:

Golden Bay Community Board	Two elected members appointed from the Golden Bay Ward
Motueka Community Board	Three elected members appointed from the Motueka Ward

The Boards would carry out their role as per S52 of the Local Government Act 2002 (LGA), along with the responsibilities and powers set out in Tasman District Council's Delegation Register.

Further Information

Copies of the Council's resolution and maps setting out the areas of the proposed wards, communities and subdivisions may be viewed and obtained from the following Council offices and libraries:

Tasman District Council Offices: 189 Queen Street, Richmond
7 Hickmott Place, Motueka
78 Commercial Street Takaka
92 Fairfax Street, Murchison

Tasman District Libraries: Queen Street, Richmond
Pah Street, Motueka
Commercial Street, Takaka
Fairfax Street, Murchison

Any queries regarding the Council's decision should be direct to:

Sandra Hartley, Policy Officer – Strategic Development, phone 03 543 8554

Relevant information is also available on the Council's website www.tasman.govt.nz

Submissions are Invited

Persons with an interest in the proposed representation arrangements are invited to make written or on-line submissions on the Council's representation proposal.

On-line submissions can be accessed on <http://www.tasman.govt.nz/policy/public-consultation/>

Submissions are to be delivered/mailed to:

Tasman District Council
189 Queen Street
Richmond; or

Tasman District Council
Private Bag 4
Richmond 7031; or

Emailed to: info@tdc.govt.nz

Submissions must be received by Council no later than 8 July 2018.

Chief Executive

8.6 GRANT OF EASEMENT FOR RIGHT OF WAY (BRIDGE) OVER RESERVE HELD FOR STORMWATER PURPOSES

Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Robert Cant, Senior Property Officer
Report Number:	RCN18-05-06

1 Summary

- 1.1 This report seeks the Council's approval to grant the easement for a right of way (predominately air space only to provide for a bridge) over a new Local Purpose (Drainage) Reserve (hereafter referred to as Drainage Reserve), in Richmond West.
- 1.2 The Council agreed to purchase additional land for the Poutama Drainage facility to allow further widening of the creek. This gives extra capacity to receive the Washbourn Gardens stormwater diversion.
- 1.3 A bridge will provide a link between two parcels of land, and will be across the existing Poutama Drain, and a new Drainage Reserve.
- 1.4 This Drainage Reserve purchase will approximately double the stormwater capacity.
- 1.5 The reserve status requires a Full Council decision to grant/consent to the easement. Section 48(1)(f) of the Reserves Act allows easements to be granted by the Council to provide access to adjacent land, by Council, with consent from the Minister of Conservation.
- 1.6 As part of the development, two Walkway Reserves will vest in the Council. The proposed bridge will allow public using the Walkway Reserves to cross the stormwater drain.
- 1.7 As the Drainage Reserve will be held under the Reserves Act, the Council has to consider whether it should grant the easement. If the decision is to grant, a second decision acting as the Minister of Conservation's delegate, is required.
- 1.8 There will be substantial public benefit from the public being able to use the bridge, compared with the supporting pillars, and minimal impact on the stormwater channel. The recommendation is for the Council to grant the easement, and acting as the Minister's delegate, with consent on the basis that the public benefits of the new bridge far outweigh the minor impact on the stormwater flow.

2 Draft Resolution

That the Full Council

- 1. receives the Grant of Easement for right of way (bridge) over reserve held for stormwater purposes RCN18-05-06 report; and**
- 2. approves the granting of an easement linking Lot 2 and Lot 5 on the plan attached, providing for a Right of Way, and provision of other services, acting in its capacity as the administering body of the Drainage Reserve, pursuant to Section 48(1)(f) of the Reserves Act 1977.**
- 3. Consents to the granting of the easement, acting in its capacity as the Minister of Conservation's delegate, pursuant to an instrument of delegation dated 12 June 2013.**
- 4. Authorises the Engineering Manager to sign all papers required to give effect to this decision to grant the right of way (and other services) easement.**

3 Purpose of the Report

- 3.1 To request the Council's approval to grant an easement for a right of way (and other services) to allow a bridge to cross Council owned Local Purpose (Drainage) Reserve land. This is hereafter referred to as "Drainage Reserve". The easement is intended to be granted to Richmond West Development Company Limited (RWDC), the present owner of the adjacent land.
- 3.2 To request the Council to consent, acting as the Minister of Conservation's delegate, to the granting of the same easement.

4 Background and Discussion

- 4.1 Please refer to the attached plan. The pink areas are not part of this consideration. As part of a development proposal as a retirement village the two land parcels coloured blue (Lot 2 and Lot 5), will need to have a bridge connecting them.
- 4.2 As part of a stormwater capacity upgrade, the Council approached RWDC with a view to purchasing an extra 17m wide corridor as drainage reserve. This gives extra capacity to receive the Washbourn Gardens stormwater diversion.
- 4.3 The RWDC land is already separated by the Council owned land held for drainage. This is shown "existing Poutama Drain" on the plan. Given the intention to develop the land on either side of this channel is for a retirement village, gaining access across this drain was paramount for RWDC. The RWDC land will be developed and then sold to the Arvida Group for a retirement village. A second plan showing a conceptual layout of the retirement village shows the location of the bridge at the northern end of the new Drainage Reserve. It should be noted that the road formation within the proposed retirement village will be privately owned.
- 4.4 This reserve purchase will approximately double the stormwater capacity. The purchase was at a fair market value, but was subject to a number of conditions, most of which have been met, with the final one being the granting of this easement.
- 4.5 Agreement was reached for the purchase of the land for the additional extra stormwater channel (shaded green and shown as Lot 3) at market value. The RMA consent provides that this land will vest as Local Purpose (Drainage) Reserve (Drainage Reserve) subject to payment of compensation at fair market value. The agreement is conditional on the Council granting an easement across both the existing stormwater channel (among other conditions), plus the new drainage reserve channel. This will allow the construction of a bridge by RWDC.
- 4.6 The approximate bridge location is shown on the second plan, which shows a possible retirement village layout. This will allow for pedestrian and vehicle access from one part of the proposed village to the other, and will also carry electricity, internet, telecommunications etc. The design of the bridge is required to be agreed by the Council, so any significant concerns about blocking the stormwater channel can be addressed.
- 4.7 While the bridge will have three pillars within the stormwater drain land, these are not considered to significantly inhibit the flow of stormwater. Two are likely to be on the graded banks of the channel, so will have virtually no impact. The centre pillar will have some

potential impact, but the slight reduction in the effectiveness of the drain is well and truly offset by Council being able to buy the additional 17m to widen the drain.

- 4.8 The bridge will be constructed at the developers cost. The access easement is therefore considered to benefit both the public and the developer, without any relevant impact on the use of the reserve to drain stormwater. The easement will predominantly be for the airspace over the drainage reserve, with supporting pillars being the only incursion into the drainage channel. The pillars will not meaningfully affect the drainage flow. There will be substantial public benefit from the public being able to use the bridge, compared with the supporting pillars, and minimal impact on the stormwater channel.
- 4.9 The decision on whether to grant the easement is considered to be a very minor consideration, and would ordinarily be made at staff level. Because the new drainage reserve is vesting in the Council as a reserve subject to the Reserves Act 1977, the decision on granting the easement must be in accordance with Section 48 of the Reserves Act.
- 4.10 Section 48 allows the Council to grant easements over reserves land. There is an exemption from public notice where the reserve is vested in an administering body and the reserve *“is not likely to be materially altered or permanently damaged; and the rights of the public in respect of the reserve are not likely to be permanently affected”*. It is considered that the actual drainage reserve will not be *“materially altered or permanently damaged”* as the easement is for the airspace above the channel. The water will continue to be able to flow and the public will continue to be able to walk along the banks of the drainage channel.
- 4.11 As part of the development, two Local Purpose (Walkway) Reserves will also be created as part of the development, alongside the existing Borck Creek. These are shown as narrow green strips, and labelled Lot 3 and Lot 6. The erection of the bridge will allow the public to cross the drainage channel when walking alongside Borck Creek, as well as providing access across the channel for vehicles associated with retirement village life and all pedestrians.
- 4.12 The negotiation to purchase an additional 17m wide channel for additional stormwater, combined with the establishment of the bridge, is considered an example of the Council and developer working together to facilitate a solution that allows mutual advantage. The developer is able to gain access across the stormwater channel (both the existing channel and new drainage reserve) which is a benefit to the development. The Council has been able to gain the extra stormwater capacity, and has negotiated for the developer to construct the bridge and provide enhanced public access alongside the stormwater channels.
- 4.13 The easement only covers the airspace above the stormwater channel, except for the bridge supports (which will not materially alter the stormwater flow), so has minimal impact on the operation for stormwater drainage.
- 4.14 The decision to grant the same easement over the existing drainage land can be made at staff level, because this land is held under the Public Works Act 1981, and therefore the Minister of Conservation is not involved in the process.

5 Options

5.1 Option One: (not recommended) Maintain status quo

This involves refusing to grant the easement for the Right of Way, and other services. The purchase of the additional land for stormwater would not be able to proceed in its present

form. This restricts stormwater drainage to the existing channel. The present channel has insufficient capacity to carry enough future stormwater flows from the Washbourn Gardens diversion already approved by Council. This potentially means the Council would have to seek other options for extra stormwater capacity. If these could be found at all, they are likely much more expensive than this option. Other options have already been explored to some degree and this route is highly preferable. It would also severely inhibit the development of the retirement village with the link between the two sites involving a significant detour.

- 5.2 Option Two: (recommended) Granting the easement acting as the Council itself, and in a second decision acting as the Minister of Conservation's delegate, consenting to the granting of the easement.

This allows the establishment of the bridge over the stormwater channel, to mutual advantage described in 4.10 above and is the recommended option.

6 Strategy and Risks

- 6.1 This decision is considered to have no risk. The establishment of the retirement village has already gone through the appropriate processes, and the airing of concerns about the development has occurred. This aspect of the project is a minor technical consent considered to be of mutual advantage to the public and developer.

7 Policy / Legal Requirements / Plan

- 7.1 The retirement village consent will be granted through another process, so the planning requirements are considered within that process. Section 48(1)(f) allows easements to be granted for the purpose of "*providing or facilitating access of any other land not forming part of the reserve or for any other purpose connected with any such land*". The Council doesn't have a formal policy on when, or when not to, grant easements. Each case is considered on its individual merits. Were it not for the fact this land is vesting as drainage reserve (so will be held under the Reserves Act 1977) this would not need to be referred to the Council.

8 Consideration of Financial or Budgetary Implications

- 8.1 Granting of this easement has no financial or budgetary implications. The purchase of the Drainage Reserve is a separate matter, to the granting this particular easement. However, for Councilors' information, confirmation is provided that the purchase of the Drainage Reserve was able to be negotiated at a fair market price, and was within budgets available and already approved.

9 Significance and Engagement

- 9.1 This decision is considered of low significance, as the significant decision of allowing the establishment of the retirement village has already been made.

Issue	Level of Significance	Explanation of Assessment
Is there a high level of public interest, or is decision likely to be controversial?	Low	Little or no interest in the establishment of a bridge crossing this drainage channel, given it will improve public access.
Is there a significant impact arising from duration of the effects from the decision?	No	The bridge will be there in perpetuity, but this is not considered a significant impact.
Does the decision relate to a strategic asset? (refer Significance and Engagement Policy for list of strategic assets)	No	The “ <i>Stormwater reticulation system as a whole</i> ” is considered a strategic asset. This easement only affects a small portion of the stormwater system, so is not considered to invoke the significance policy.
Does the decision create a substantial change in the level of service provided by Council?	No	Slightly improved public access.
Does the proposal, activity or decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	The bridge will be constructed by the developer. The new drainage reserve has been able to be negotiated within budget.
Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	This decision grants a Right of Way in favour of the owners to link two of their land parcels. It is not exclusive so the construction of a bridge will be by the developer, but is not a private sector partnership as such.
Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	

10 Conclusion

- 10.1 This is a decision to grant a right of way easement over land that will, by the time the easement is ready to be registered, be a reserve subject to the Reserves Act 1977.
- 10.2 The decision to grant the easements (for a right of way primarily, but also to allow services to be contained within the bridge) made by the Council is straight-forward, with mutual advantage to the Council and developer.
- 10.3 The decision on whether to consent to the Council granting the easement, made as the Minister of Conservation’s delegate, is slightly more complex. The Minister should consider whether the easement will materially affect the way the drainage reserve can operate, and

whether the easement will adversely impact the public's ability to use the reserve. The bridge will enhance public access by allowing pedestrians to cross the drain, and will not impact on the public's ability to walk alongside the new drainage reserve. It is therefore considered the granting of this right of way is not subject to public notification and does not conflict with the objectives of the Reserves Act 1977.

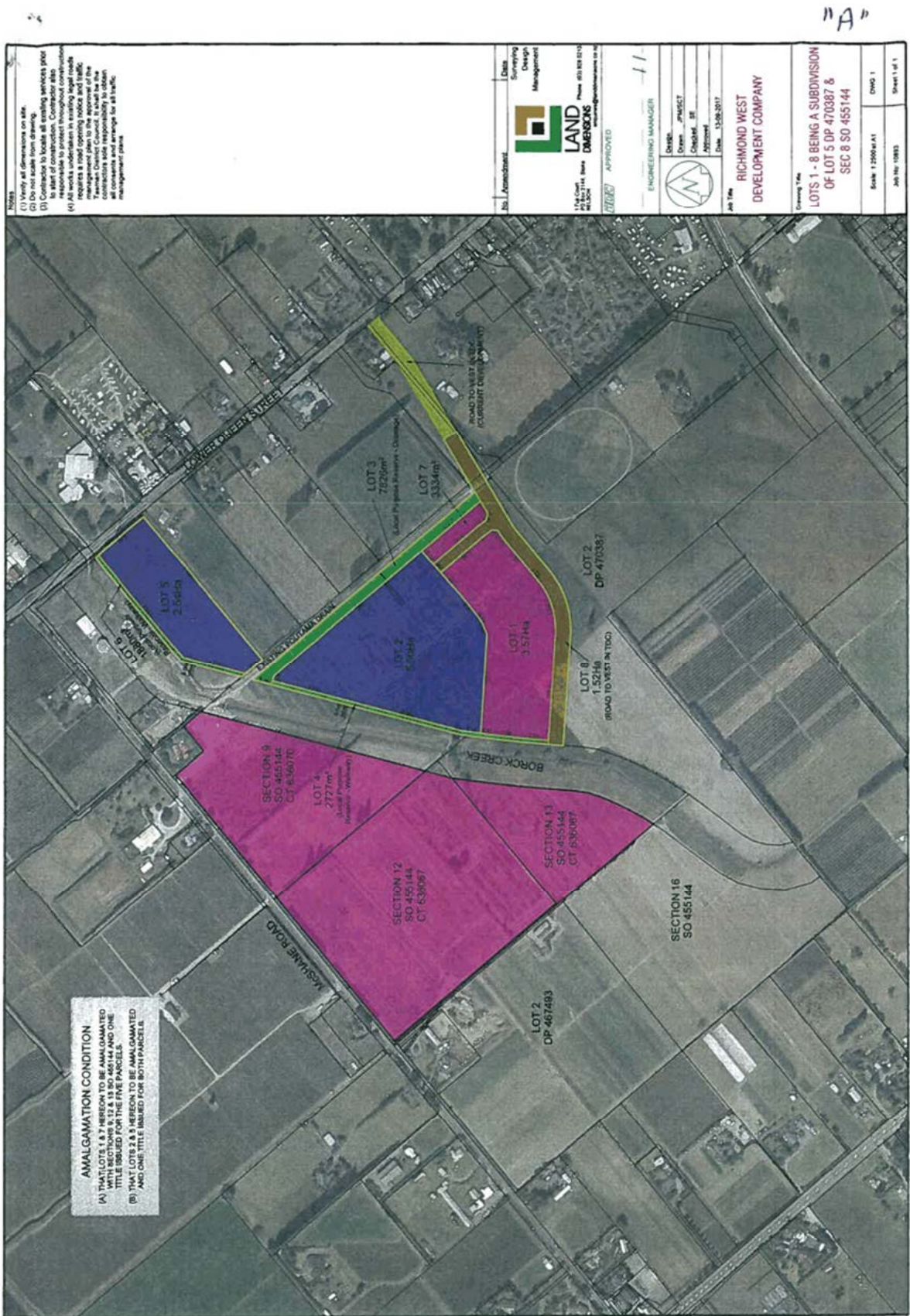
- 10.4 Were it not for the fact this land will vest as a drainage reserve subject to the Reserves Act 1977, the decisions would be made at staff level. If the Council resolves to grant the easement, and consents (acting as the Minister of Conservation's delegate) to the granting of the easement, it is recommended that the power to give effect to this decision (by signing all the necessary documents) be delegated to the Engineering Manager.

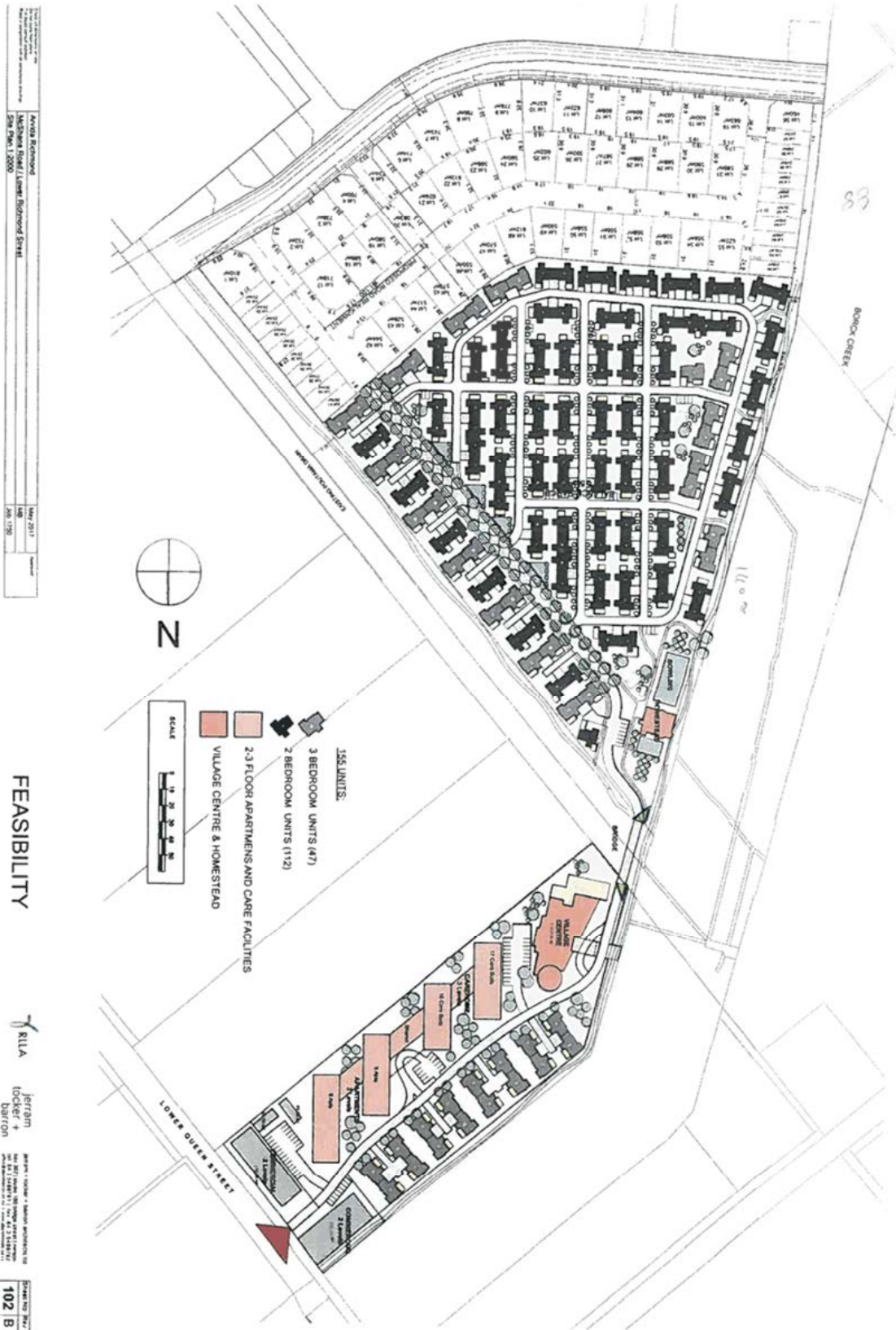
11 Next Steps / Timeline

- 11.1 It will be some time before Lot 3 will vest as reserve. The easement cannot be registered until the land has vested in the Council as a reserve, when the Council will be given a title. The timeframe for this is not directly in the Council's hands, so is uncertain, but is expected sometime in 2018. When the Council has a title, the registration of the easement would follow in a few weeks.

12 Attachments

- | | | |
|----|--|-----|
| 1. | Richmond West Development Showing New Reserves and Land to be linked by easement | 203 |
| 2. | Richmond West Development Plan showing location of bridge | 205 |





FEASIBILITY



JEFFREY LOCKER & PARTNERS

ARCHITECTS & PLANNERS
 100 RIVER STREET
 TASMAN DISTRICT COUNCIL

102 B

8.7 CHIEF EXECUTIVE'S ACTIVITY REPORT

Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Lindsay McKenzie, Chief Executive
Report Number:	RCN18-05-07

1 Summary

- 1.1 This report updates Council on some key issues and on my activities since the 5 April 2018 Council meeting. The period since the last meeting has been a mix of business as usual work, the sign off of some tasks and relationships and preparing for the transition to Janine Dowding's term as Council's Chief Executive.
- 1.2 The period has been a busy and stressful one for many of our staff especially those closely involved with the **Long Term Plan**; the hearings, the deliberations and the analysis and reporting that these require. At the same time this is occurring, we are turning our minds to the year end and annual reporting.
- 1.3 In April, we presented a change to the reporting format for the **Council's overall financial position** and sought your feedback. The summary of the financial information that follows in this report is for the period to the end of April. The quarterly report to 31 March and the year-end forecast is covered in a separate report.
- 1.4 Councillors have been briefed about a **Capability and Capacity Review** that we have undertaken within the organisation. Liz Sinclair held a workshop with you where she told you about the diagnostic phase and sought your input. We have taken the work about as far as we can ahead of Janine starting in her role. I have summarised some of the outcomes in this report.
- 1.5 Over the past few weeks there have been several **policy announcements by Central Government** which affect our business. You may have seen some of them. I've summarised the key policies and the effect that they may have on us.
- 1.6 The Government has introduced the **Local Government (Community Well-being) Bill** to provide for the re-instatement of the four aspects of community well-being into the Local Government Act 2002 (the Act). The Bill also repeals the 'core services' clause (section 11A) of the Act; changes the definition of 'community infrastructure' in relation to collection of development contributions; and enables the collection of development contributions for projects receiving NZ Transport agency financial assistance.
- 1.7 Staff have prepared the attached draft submission from Council on the Bill. I ask that you consider the draft submission and either approve it for lodgement to the Select Committee considering the Bill or advise staff how you would like the submission to be amended prior to lodgement. Please advise if you wish Council's submission to be presented to the Select Committee

- 1.8 The **Regional Council CEOs** met in Wellington on 17 April. I have reported on the key outcomes from that meeting.
- 1.9 Earlier this year, water was taken from a fire hydrant using an upstand without a water meter and backflow prevention device. This is in **contravention of the Council's Water Supply Bylaw 2016**, could be construed as theft and poses a significant public health risk of contamination of the public water supply. Lawyers have been instructed to prosecute under our Water Supply Bylaw 2016 and, to avoid any argument on the point, have requested confirmation by Council of the delegation to prosecute.

2 Draft Resolution

That the Full Council

1. receives the Chief Executive's Activity Report RCN18-05-07; and
2. accepts the submission attached to this report number RCN18-05-08 for submission to the Government Administration Committee; and
3. **agrees/declines** to present the submission at the Select Committee hearing; and
4. ratifies the Environment and Planning Committee's decision to replace item 326 on the Delegations Register with the following delegation

In consultation with the Deputy Chair or Chair of the Environment and Planning Committee, the power to initiate prosecution proceedings for offences under any Act, Regulation or Bylaw which involves the Criminal Procedure Act 2011, and to issue injunctions to restrain continuing breaches of the Building Act (under section 381 of the Building Act 2004) or of the Local Government Act or of any Bylaw (under section 162 of the Local Government Act 2002). Any proceeding will be reported to the next available Committee meeting

5. notes the Council Action Sheet.

3 Purpose of the Report

- 3.1 The purpose of this report is to advise Council about some key issues and about my activities since the 5 April 2018 Council meeting.

4 Strategy and Planning

- 4.1 **Transitioning between CEOs** is a lot of work for the organisation. The Council's approach to the recruitment has enabled a thorough handover process to be put in place. An on-boarding programme has been developed with Janine's input and my exit plan is more or less finished. As part of the handover I've prepared a comprehensive set of handover notes covering activities and tasks that I've had direct responsibility for.
- 4.2 The Mayor has been approached on behalf of the Waimea Water Project Governance Board to make some time available after I finish up to continue to support the project, particularly the land and access work stream. The Mayor's activity report covers the arrangement and seeks the necessary approval for me to have a role in this and in Janine's transition.

- 4.3 At the 24 May meeting you will be asked to consider and give staff their final drafting instructions on the **Long Term Plan 2018-2028**. Their focus from then will be to finalise the text and the numbers and to complete the audit so that you can adopt the LTP on 28 June.
- 4.4 This LTP has presented more than the usual set of challenges because of the process choices we made, the expectations of the newly elected Council and the demands many in the community place on you.
- 4.5 While we have had our issues, so have many other councils. Double digit rates increases aren't uncommon and some regional councils have proposed rates increases around 20% as they deal with community and national demands in relation to freshwater management. These are our issues also but in this plan at least, funding our regional functions has been a lower priority. That situation will need revisiting in the future.

5. Advice and Reporting

- 5.1 An issue is emerging concerning the effectiveness of the administration and management arrangements for the **Nelson Regional Sewage Business Unit and the Regional Landfill Business Unit**. At present Nelson is the administering body, has most of the staff resources, and Tasman provides the business unit manager. Two joint committees provide business unit governance.
- 5.2 The concerns relate to the extent to which the agreements between the two councils have been and are being met, the difficulties that having a manager in one council and the resources and administration in another, creates some resourcing challenges that Nelson has and some different expectations about what has been done in the past.
- 5.3 While it may be possible to work through the issues under the current agreements, Pat Dougherty (Nelson's CEO) and I agree that a better place to start would be to have a fresh look at the arrangement.
- 5.4 The time may be right to combine the two units into one business unit and consider the future possibilities for a more 'joint approach' to utility services delivery across our councils.
- 5.5 Some changes in the interim may be needed, for example by contracting in resources to deal with the more immediate issues. As a first step, an independent person is being contracted to review the arrangement and propose improvements. Richard Kirby will support Janine with this issue.
- 5.6 I attended the **Regional Council's CEO forum meeting** in Wellington on 17 April 2018. The key message included:
- Ministers are signalling a preference for stronger regulation as the means for achieving the nation's water management goals. There is a focus on holding the line and preventing further degradation. We could see 'rules' on land use intensification, fencing to exclude stock, feedlots, and 'spray and pray' developments;
 - Engagement with Maori may be reset by having broader dialogue than with the Iwi leaders' forum;
 - The Tax Working Group is looking at tax as an instrument to incentivise preferred water quality outcomes, on nitrogen for example;

- The Havelock Inquiry outcomes which were due out that week but were subsequently delayed. The Inquiry findings will be merged with the Department of Internal Affairs work that was started in Minister Tolley’s time which deals with the economic, health and environmental aspects of drinking water supplies as opposed to its regulation;
 - The Provincial Growth Fund and its criteria – which are being progressively loosened and may fund 3 waters work in the future;
 - The billion trees programme roll out is running up against a land availability and nursery capacity issue. There is an opportunity here to think more about the co-benefits of sediment control in these plantings as opposed to just “getting trees in the ground”.
 - There is a shift (which we have seen now) in Government transport funding priorities from RONZ, which are no longer flavour of the month, to more regional spending especially on walking, cycling, and public passenger transport including rail.
 - Five working groups have been formed to progress the MCDEM review. ‘Regional Structures’ is the most contentious part of the Review Panel’s findings and recommendations.
- 5.7 Over the past couple of weeks the Government has made several **funding and policy announcement that affect us.**
- 5.8 The **Transport Agency’s 10-year programme of activities** to be included in the 2018-27 National Land Transport Programme (the NLTP). This gives effect to the Government Policy Statement on Land Transport (the GPS) was announced on 3 May. As you know that resulted in 11th hour work by the Engineering’s Services staff to assess the effect the on our works programme. This matter will be received through the LTP decision making process.
- 5.9 LGNZ reminded members that round two of the **Tourism Infrastructure Fund (TIF)** closed on Monday 14 May. We have worked with representatives of the Marahau community to get a proposal in for an Abel Tasman gateway project.
- 5.10 The TIF ‘provides up to \$25 million per year to co-fund, with councils, the development of visitor-related public infrastructure such as toilets, carparks, freedom camping facilities and sewerage and water works. The second round will see a continued focus on communities in immediate need, where local facilities are already under strain because of visitor demand’.
- 5.11 The **Local Government (Community Well-being) Amendment Bill 2018** has been introduced to the House. The Bill gives effect to the Government’s pre-election promise to restore the original wording of s.10 of the LGA 2002 (the purpose of Local Government), which was removed by the previous government in 2012.
- 5.12 The changes made by the Bill include re-instating reference to “promoting the social, economic, environmental and cultural well-being of their communities” to sections 3 and 10 of the LGA 2002; re-defining community outcomes to mean “the outcomes that a local authority aims to achieve in order to promote the social, economic, environmental and cultural well-being of their communities in the present and for the future; re-instating the reference to promoting well-being into the definition of “significance”; principle 14(1)(c)(iii); s. 101(3)(b) and Schedule 10; repealing s.11A, core services; and re-defining “community infrastructure” to include public amenities.
- 5.13 The Bill also:
- proposes repealing the ‘core services’ clause (section 11A) of the Act;

- restores the ability to assess development contributions for all public amenities and to assess reserve contributions from non-residential development by changing the definition of 'community infrastructure' in the Act; and
- makes a correction to align an operational policy and the law by allowing local authorities that receive the so-called 'advance financial assistance' from the NZ Transport Agency on a piece of infrastructure to assess development contributions.

5.14 Staff have prepared the attached draft submission from Council on the Bill. The submission supports the re-instatement of the four aspects of community well-being; suggests an alternative approach to the removal of the 'core services' clause; supports the change to the definition of 'community infrastructure' while proposing a change to the wording; and supports the change relating to project which receive 'advance financial assistance' from the NZ Transport Agency.

5.15 I ask that you consider the draft submission and either approve it for lodgement to the Select Committee considering the Bill or advise staff how you would like the submission to be amended prior to lodgement.

5.16 LGNZ has developed a toolkit that has been designed to support councils with **their climate change adaptation decision-making roles and responsibilities**. This resource should assist Council to develop its climate change mitigation frameworks. It contains legal opinions, guidance and case study materials on three areas of local government decision-making that relate to climate change related natural hazards:

- Council's ability to stop or limit the provision of services and infrastructure in areas affected by climate change natural hazards and potential liability consequences;
- Council's ability to limit development in natural hazard areas; and
- Council's obligations under the Local Government Official Information and Meetings Act 1987 with respect to the issue of LIMs.

5.17 There is a separate report on this agenda on the **Golden Bay Grandstand**. My Activity Report of 5 April 2018 referred, at paragraph 5.13, to issues associated with the lease agreement for the use of A&P land for parking. I referred to Noel Baigent's reluctance to sign the lease. This paragraph should have made it clear that Noel was acting on behalf of the A&P Association in his role as Vice-President of the A&P Association.

5.18 At its meeting of 3 May 2018, the Environment and Planning Committee approved an **amendment to item 326 in the Delegations Register**, as below

*In consultation with the Deputy Chair or Chair of the Environment and Planning Committee, the power to initiate prosecution proceedings for offences under any Act, Regulation or Bylaw listed in the Delegations Register which involves the ~~Summary Proceedings Act 1957~~ **Criminal Procedure Act 2011**, and to issue injunctions to restrain continuing breaches of the Building Act (under section 381 of the Building Act 2004) or of the Local Government Act or of any Bylaw (under section 162 of the Local Government Act 2002). Any proceeding will be reported to the next available Committee meeting.*

- 5.17 The reason for this being referred to the Committee was twofold. Firstly to acknowledge that the Summary Proceedings Act 1957 had been repealed and its updated provisions embodied within the Criminal Procedure Act 2011. Secondly, to enable a prosecution to be brought under the Water Supply Bylaw 2016 which was not specifically listed in the Delegations Register.
- 5.18 Since bylaws are independently notified and publicly available, there appears to be no reason why the ability to prosecute should be contingent upon the bylaw being listed in the Delegations Register.
- 5.19 Subsequent to this decision, the Environment and Planning Manager is intending to exercise this delegation in relation to the Water Supply Bylaw but to avoid any doubt arising we have been advised that the Council should also confirm this delegation as it could be argued that enforcement of the Water Supply Bylaw is outside the Environment and Planning Committee's area of responsibility.
- 5.20 This is the first occasion that enforcement of the bylaw has been necessary and we would not want the prosecution to fail on a technicality.

6 Management of Council Resources

- 6.1 A summary of the **Council's financial position and performance for the period to the end of April** follows. The quarterly report to 31 March and the year-end forecast is covered in a separate report.
- 6.2 The table below shows a reconciliation of the approved Annual Plan budget against the latest full reforecast undertaken in April. As you will see, **we are forecasting an unfavourable variance against budget of \$103,000**. That is a good result considering that we are funding \$2.4m of carry forwards and \$2.426m of storm event costs from current revenues (see below).

Tasman District Council	
	\$000
Budgeted Total Controllable Operating Surplus	406
Projected Year End Surplus at June 2018 (April Reforecast)	303
Indicative Favourable Forecast Surplus variance	(103)
Key Drivers	
Aorere MCDEM Claim declined	(1,100)
Leaky Home Payment	(386)
Net Recovery Costs of Storm Events	(2,426)
Reduced Finance costs	1,094
Maintenance Savings	911
Miscellaneous Recoveries eg ES Capital Recharge	557
Net Forestry Income Inc	1,247
Total	(103)

The net **cost of the two remnant cyclones** that hit the region is in the order of \$2.4m for this financial year. Further costs will be incurred in the next financial year. The make-up of the net cost for the 2017/18 year is as follows:

Tasman District Council			
Two Cyclones			
Area	Exp	Rev	Net
Rivers	758,000	-154,000	604,000
Governance	60,000	-60,000	0
Roading	4,504,533	-2,944,173	1,560,360
Parks	315,827	0	315,827
Water	140,000	0	140,000
Coastal	70,000	0	70,000
Council Insurance		-264,000	-264,000
Total	5,848,360	-3,422,173	2,426,187

- 6.3 In a report to Council on 5 April, the net cost was expected to be in the vicinity of \$4.3m. The reduction in the cost can largely be attributed to a reduction in the spend in the Roothing area. The initial figures received from the contractor were indicative only and the cost to repair the damage has not been as high as expected.
- 6.4 Council was also informed that the recent flood events will have a negative impact on the expected surplus at the end of this financial year. Our Policy states that before Emergency Funds can be used, both the expected surplus in the current year and any existing surplus should be drawn on.
- 6.5 **Overall expenditure** excluding the recovery events is \$1.8m lower than forecast. There are a number of reasons for this:
- Finance costs – at present these are underspent by \$1.1m which is a reflection of the lower debt level at the start of the financial year. In addition the capital spend is lower than expected which drives less debt and thus less interest.

- Employee related expenses continue to be lower than forecast but are expected to be very close to budget by year end.
 - Maintenance is down on budget especially in Parks and Reserves, Community Facilities and Transportation areas, as the recent storm events have affected the ability to spend the maintenance programme.
- 6.6 These reductions are offset by additional logging, consultancy fees in the Resource Consent area, a 'leaky home' payment of \$330k and a \$1.1m claim associated with the 2010 emergency events being declined because it related to River Z assets that we do own completely.
- 6.7 **Operating Income** is up \$0.945m on forecast due mainly to -
- harvesting \$1.268m up on budget due to the timing of the budget and because of unplanned harvesting occurring at Eves Valley;
 - the Rural Fire Service going directly to a closed account outside of that activity. This will be used to fund any additional transition costs that may come to light as that project progresses.
- 6.8 **Other Income** is also ahead of budget due to -
- DC and RFC income - after ten months of the financial year we are forecasting additional revenue of \$3.75m. The main contributors were Olive Estate and Golden Bay Fruit Packers.
 - vested assets being \$3.051m ahead of the full year budget by year end. This is a reflection of the growth in the District.
 - the revaluation gain on interest rate swaps also contributes to the higher 'revenue' in this area.
- 6.9 **External debt is currently \$144.5m** (June 2017: \$126m), with **external net debt being \$132.3m (compared to a budget of \$176.8m)**. The reason that the external net debt is a lot lower than the external debt is due to Council prefunding the \$10m Westpac private placement due September 2018. These funds have been invested on short term deposit maturing in September 2018. [Note: The current short term deposit rates from the banks are higher than what we can borrow funds from the LGFA at].
- 6.10 The Council's cost of funds, including interest rate swaps, bank margins and line fees being taken into account is 4.95%, compared to a budget of 4.61% [June 2017 cost of funds: 5.349%]. [Note: The Treasury cost centre has been building up surpluses due to the lower than forecast debt levels and the slightly lower than budgeted finance costs, over the past few years. These surpluses are being returned to Council activities by reducing the budgeted internal interest rate in the current year].
- 6.11 The **Annual Plan 2017/18 budget for capital is \$45.5m**. In addition to this there have been carry overs approved and changes to the original budget that add on a further \$21.75m to the approved budget making a total of \$67.27m. As at 30 April, expenditure was \$29.5m which

equates to 66% of the annual forecast after ten months. A further \$17m needs to be spent in the next two months to achieve the forecast.

Based on past performance the carry over figure is likely to be around \$15.5m.

	YTD Actual Apr 2018 \$000	Annual Forecast 2017/18 \$000	Annual Plan	Council Resolutions	Revised Budget 2017/18 \$000	% Spent to Forecast
Environment & Planning	157	417	450	105	555	38%
Engineering	25,343	38,620	39,071	16,071	55,141	66%
Community Development	1,506	2,736	2,116	3,792	5,908	55%
Council Enterprises	1,518	1,882	2,445	1,414	3,859	81%
Governance	35	37	2	0	2	94%
Departmental Overheads	980	1,350	1,439	369	1,808	73%
Total Capital Expenditure	29,540	45,041	45,523	21,751	67,274	66%

7 Managing People

- 7.1 I've previously reported on the **Capability and Capacity Review** of the organisation. Liz Sinclair was contracted to complete the work. Over the past couple of weeks the senior management team has reviewed the report she prepared and its recommendations. On 8 May there was a workshop with a wider group of staff to agree how to progress it. While the review won't deliver everything to everybody it has been completed. Liz is finalising her advice and recommendations with us and we have begun work on a road map setting out our priorities for action.
- 7.2 Here are some outcomes from the review. It's really a matter for Janine and the executive to decide what to move forward with, how and at what pace.
- 7.2.1 The way forward is not a major disruptive change of course but to build on the strengths we have and which have been further developed more recently;
- 7.2.2 Capacity pressure will be an ongoing fact of life that the senior executive team needs to take more control of by clarifying the critical few strategic issues and prioritizing them i.e. an increased focus on leadership and governance within the organisation;
- 7.2.3 The executives need to invest more in their own resourcing and development perhaps by setting up a programme delivery function and ensuring that it has good policy and analytical support;
- 7.2.4 The digital services strategy implementation needs increased direction from the senior executive;
- 7.2.5 At a practical level this is likely to result in the senior executives setting up the support that they need and agreeing the priorities. In addition to the digital strategy implementation work these may be:
- the Waimea water augmentation project
 - workplace accommodation and 'tools;' for doing the work;

- natural hazards framework;
- resetting strategic relationships including with Iwi;
- leadership and staff development;
- engaging people for commitment;
- fiscal sustainability.

7.3 There has been six health and safety events since my last report. Two were minor sprain injuries, two were near miss events and two were non-injury events. One of those was a potential asbestos contamination from ceiling panel flakes found in an office after a contractor installed a light fitting. The ceiling panel had been previously identified as potentially containing asbestos. The panel has since been tested and does not contain asbestos.

7.4 On 9 May Mike Cosman, of Cosman Parkes spoke to the Senior Management and a number of staff about the new Asbestos Regulations and our asbestos management responsibilities.

7.5 The Management Group (1st, 2nd, 3rd tiers) recently completed a 360 degree leadership competency review. This was a second follow-on review from the first review that occurred. Our leadership competency framework uses the Korn Ferry Leadership Architect™ Global Competency Framework. It was pleasing to see in the summary reporting a range of improved competency results as well as clear indication about what our Leadership Development Programme should target next. Three competency themes have emerged:

- Developing direct reports (includes directing and motivating others)
- Managerial courage (includes conflict management and negotiation)
- Process management and Planning

Process management and planning skills are particularly relevant to the investment (resourcing, time, technology, etc) needed to progress the Digital Strategy.

7.6 IBM Kenexa have recently announced that from June 2018 they are discontinuing their employee engagement survey and Best Workplaces Awards programme. Our last Kenexa survey was in September 2016 and we had already identified that their survey tool was not particularly well aligned to a council environment. There are a small number of survey providers in New Zealand and staff are considering their suitability as a replacement to the Kenexa tool.

7.7 Human Resources statistics for the March quarter show our quarterly turnover to be 1.35% and the rolling 12-month turnover is 6.8%. Our 31 March FTE was 271 and this equates to a headcount of 297.

7.8 The first Collective Employment Agreement negotiation (CEA) meeting has happened and it is anticipated that bargaining will be completed by mid to late June 2018.

7.9 Our annual performance conversation (appraisal) process will conclude for this 12-month cycle by the end of July and any salary adjustments will be incorporated into the market movements that will be agreed to through this year's CEA negotiations.

7.10 Recruitment has been a steady HR activity over the last three months. Many of these vacancies and appointments are resulting from internal promotions and moves to other roles in other Departments.

We are currently at various stages of recruiting for a:

- Principal Legal Advisor (replacement)
- Consent Planner – Land Use 12 Months fixed term (replacement)
- Senior Transportation Engineer (replacement)
- Quality Assurance Officer (replacement)
- Project Manager (replacement)
- Customer Services Officer – fixed term (replacement)
- Financial Accountant (replacement)
- Partnerships & Education Officer (replacement)
- Online Communications Officer (new position)
- Port Assistant – Port Tarkohe (replacement)
- Technical Officer – Transportation (replacement)
- Senior Building Technical Officer (replacement)
- Building Technical Officer (replacement)

Since my last report, 12 appointments have been made:

- Team Leader – Building Consents (replacement)
- Team Leader – Land Use Consents (replacement)
- Consent Planner – Subdivision (replacement)
- Property Officer – job share (replacement)
- Administration Officer – Building Assurance (replacement)
- Executive Assistant to Mayor (replacement)
- Harbour Manager – Port Tarkohe (replacement)
- Assistant Accountant 12 Months fixed term (replacement)
- Administration Officer – Reserves & Facilities 12 months fixed term (new position)
- Human Resources Advisors x 2 (1 replacement fixed term 12 months parental leave, 1 new position)
- Team Leader – Customer Services Motueka (replacement)

8. Relationship Management

8.1 I had the following meetings and commitments over the period since Council's last meeting:

- met Kerensa Johnson (Wakatu CEO) to discuss perpetual lease land issues, Motueka development and planning, and coastal hazard work;
- proposed an MOU to Frank Hippolite for future services to be provided by Tiakina Te Taiao;
- responded to several complaints about debris and gravel flows following the Gita event;
- followed up concerns about special housing area processes – Angelus Avenue/Park Drive;
- attended several community association meetings as part of 'signing off';

- met with Education NZ officials to be briefed on international students programme and opportunities for the district;
- attended Financial Essentials course run by Institute of Directors (postponed from February when the weather intervened);
- sat in for part of Zone 5 and 6 meeting held in Nelson;
- supported the Mayor at a meeting in his office with the Minister of Conservation Eugene Sage to discuss the Waimea Water Augmentation Project;
- attended Top of the South public sector leaders forum where the issues of the day included housing, police resources, cross agency support, health and addiction (meth) programmes and trends;
- met Barney Thomas to restart work on a road legalisation issues near the Waimea inlet – the council road is not on the surveyed line;
- visited the Butts family (with Richard Kirby) to get work on a spatial plan for the wider Tarakohe area back on the agenda;

9 Attachments

- | | | |
|----|---|-----|
| 1. | Council Action Sheet as at 24 May 2018 | 219 |
| 2. | Draft Submission Community Well-Being (Amendment Bill 2018) | 223 |

Action Sheet – Full Council as at 24 May 2018

Item	Action Required	Responsibility	Completion Date/Status
Meeting Date 23 March 2017			
Remuneration of Independent Member to Nelson Regional Sewerage Business Unit (NRSBU)	Draft Policy and procedure for appointing and remunerating independent members of Council committees and business units	Corporate Services Manager / Finance Manager	A report to Council will go to their meeting 24 May 2018.
Meeting Date 14 December 2017			
Reserve Management Plans (RCN17-12-02)	Include budget of \$70,000 for the implementation of Freedom Camping Bylaw.	Senior Management Accountant	An additional \$10,000 is required for this budget – this received endorsement by resolution of Council at the Long Term Plan Deliberations meeting Friday 4 May 2018.
Mayor and Chief Executive Activity Report (RCN17-12-16)	Conclude an agreement on the purchase of the joint venture partner's 80% interest in the Howard Forest Joint Venture on the terms recommended by the Commercial Committee and confirmed by Council.	Property Services Manager / Commercial Portfolio Manager	Joint Venture partner wishes to negotiate the price. They will contact Council when they are ready to discuss further.
Meeting Date 22 February 2018			
Waimea Community Dam Consultation Document - Statement of Proposal for Governance and Funding Arrangements report (RCN18-02-01)	Staff to notify submitters of the outcome of Council's 1 & 2 February 2018 decision on the Dam, including the reasons as outlined in section 4.12 of the report; Staff to release a question and answer sheet to submitters on the technical matters about the Dam project as discussed at the deliberations.	Chief Executive/ Strategic Policy Manager	Staff are finalising the Q&As and anticipate sending out the letters to submitter's week of 26 March 2018.

Item	Action Required	Responsibility	Completion Date/Status
Schedule of Charges 2018/2019 (RCN18-02-02)	Publicly notify the Statement of Proposal for the Schedule of Charges on the Tasman District Council website, in publications of Newslines and provide copies to Council offices and libraries.	Strategic Policy Manager	Completed and notified with LTP. Currently out for submissions until 5 April 2018.
Long Term Plan 2018-2028 Consultation Document, Supporting Information and Concurrent Consultation (RCN18-02-03)	On or before 1 March 2018, make publicly available the Long Term Plan 2018-2028 Consultation Document, supporting information and associated documentation referred to in the resolution CN18-02-6	Strategic Policy Manager	Completed. Currently out for submissions until 5 April 2018.
Amendment of Tasman District Council Standing Orders to enable Youth Council Representative attendance at Council Standing Committee Meetings	Amend the Standing Orders of Council's Standing Committees (Environment and Policy, Community Development and Engineering Committees) in accordance with resolution CN18-02-12 Investigate process of amending Council's standing orders.	Governance Advisor Chief Executive/ Governance Advisor	Underway. Included in Chief Executive's Activity Report. Completed.
Traffic Control Bylaw – proposed parking control changes (RCN18-02-09)	Effect the amendments approved in resolution CN18-02-14 and publicly advertise the amended Bylaw.	Transportation Manager – Engineering Services	Completed.

Item	Action Required	Responsibility	Completion Date/Status
Chief Executive's Activity Report	Provide information on Council's contributions to Nelson based activities.	Chief Executive	Included in Activity Report for meeting 5 April 2018. Completed.
Meeting Date 5 April 2018			
Public Forum/Chief Executive's Activity Report	A request from Noel Baigent for the statement in the Chief Executive's Activity Report to be withdrawn.	Chief Executive	Clarification/amendment is set out in the Chief Executive's Activity Report for the meeting 24 May 2018. Completed.
Appointment of Chief Executive Officer to Tasman District Council	The decision to appoint Janine Dowding to the position of Chief Executive Officer be publicly notified.	Community Relations Manager	Completed.
Recovery from Ex-Cyclones Fehi and Gita	Report back on the overall deficit in operating budgets affected by the weather event, including the impact on the General Disaster Reserve, Rivers Emergency and Parks and Reserves Emergency Funds.	Engineering Services Manager/Recovery Manager	Ongoing – further information should be available at the end of the financial year.

Item	Action Required	Responsibility	Completion Date/Status
Referral of the Saxton Field Committee Minutes and Recommendations	Review the overall work plan and report back on whether work on the playground can be brought forward.	Community Development Manager/Reserves and Facilities Manager	Considered further at the recent LTP Deliberations.
Provincial Growth Fund	Work with Nelson Regional Development Agency to further develop a Regional Development Strategy	Chief Executive Officer	A briefing note has been prepared for the new CEO. Completed.
Waimea Community Dam – CCO Formation	Complete Company legal formation, develop the Company constitution and initiate recruitment process for directors	Chief Executive Officer/Corporate Services Manager	This will be reported in the Chief Executive's regular Waimea Community Dam Project Report
Representation Review Update	Staff to bring back an initial representation review proposal for consideration and possible adoption for consultation	Electoral Officer	On the agenda for Council meeting 24 May 2018. Completed.

**Submission to the Local Government and Environment Select
Committee**

on the

Local Government Act (Community Well-being) Amendment Bill

From Tasman District Council

May 2018

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Introduction

1. Tasman District Council (the Council) thanks the Local Government and Environment Select Committee for the opportunity to make this submission on the Local Government (Community Well-being) Amendment Bill (the Bill). The Council makes this submission on behalf of itself and the community of Tasman District that it represents comprising over 51,000 residents.
2. Council approved this submission at a Council meeting on 24 May 2018.
3. Council wishes to present this submission to the Select Committee.

Executive Summary

4. Tasman District Council generally supports the intent of the Local Government (Community Well-being) Bill. The Bill contains a number of amendments Council supports; one amendment we do not support; and another that we would like amended. The body of Council's submission contains details of these matters.

Specific Comments

Part 1: Reinstatement of 4 aspects of community well-being

5. Council supports the amendment to the purpose of local government as proposed in the Bill and the reinstatement of the four aspects of community well-being – social, economic, environmental and cultural. We also support the related amendments proposed throughout Part 1 of the Bill.
6. The current purpose in the Local Government Act 2002 (the Act) gives the impression that councils are largely utility providers and regulators. The current purpose misses the fact that a primary reason for the existence of councils is to build better lives for the people living in and visiting our communities. We are about creating places and the emotional connections that people feel about the places they live, work, and invest in. Every community is unique and has differing needs and preferences. Councils can only reflect that uniqueness and meet those differing needs and preferences by taking a "community well-being" approach to our work with our communities. Delivering good quality infrastructure, services and regulation, on their own, will not enable our communities to express their uniqueness and will not achieve the places and communities our residents want to live in and people want to visit.
7. Our Council's vision is:
Thriving communities enjoying the Tasman lifestyle
8. Our mission is:
To enhance community well-being and quality of life
9. Council's vision and mission align well with the amendments to the purpose of local government and the reinstatement of the four aspects of community well-being.
10. Some people may argue that the current purpose in the Act should be retained in order to stop councils expanding into new activities and services in order to promote community well-being. This argument appears to be the thinking behind the change to the current

purpose in the Act in 2012. Three reviews undertaken from 2006-2008¹ concluded that there was no evidence of councils expanding their activities due to the previous purpose in the Act to promote community well-being. There are strong controls on what councils do through the requirements in the Act to consult the community on council levels of service, activities, funding arrangement, etc. These controls and public concerns about rates and debt increases provide a break on what activities and services councils do.

11. Council also supports the move away from the reference in the current purpose in the Act to local authorities delivering activities in a “way that is most cost-effective for households and business”. While we agree with the need for councils to undertake our functions cost-effectively, the wording “most cost-effective” can be interpreted by some people as meaning “least cost”. Often what is the least cost way in the short term, can be more costly in the longer term or where a whole-of-life approach is taken to managing assets. The risk with the current wording in the Act is that it leaves councils more open to costly legal challenges over their decisions taken on behalf of communities, than the proposed wording in the Bill.

Recommendation:

That the Select Committee supports and retains of Part 1 of the Bill as introduced.

Part 2 Other amendments

12. Clause 10 of the Bill proposes repealing section 11A of the Act (Core services to be considered in performing role). This is the proposed change in the Bill Council has the most concern about.
13. While acknowledging that the relative importance of different services is a matter for councils to decide with their communities, Council believes that the current section 11A does have value in recognising the significance of community amenities and services alongside the provision of network infrastructure services to properties. Council recommends that section 11A be replaced by a provision that encourages councils to consider how they may enhance all aspects of the livability of communities.
14. Clause 11 of the Bill replaces the definition of community infrastructure in section 197 of the Act. Council supports the intent that this provision is trying to achieve, but has concern with the specific wording in this clause.
15. We consider that changing the definition is critical to enable councils to create liveable places and to enhance community well-being. Services like indoor sports facilities, multi-purpose community facilities, aquatic centres, libraries, public toilets, playgrounds, etc are important to creating physically and mentally healthy communities, social connectedness, cultural well-being, among other things.
16. While we acknowledge that the proposed wording is the same as the wording which was previously removed from the Act, we have concern with one aspect of the wording “owned

¹ The Report of the Joint Officials Group on Local Government Funding 2006; the Inquiry into Local Government Rates 2007; and the Local Government Commission 2008 – these are referenced and quoted in the draft Local Government New Zealand submission on the Local Government (Community Well-being) Bill, May 2018.

and controlled by”. Part (a) of the definition of community infrastructure states “means land, or development assets on land, owned or controlled by the territorial authority for the purpose of providing public amenities”.

17. Tasman District Council has a number of shared service arrangements with other councils. A major shared service is a large sport and recreation complex called Saxton Field which is located near the boundary of our District with Nelson City. The land in the complex is partly owned by Nelson City Council and partly owned by Tasman District Council. The complex contains a major stadium, playing fields and courts for various sporting codes, athletics track, archery area, cycling velodrome, etc. The capital development of facilities in the complex is funded on a 50/50 basis between the two Councils. Under the way the wording in the Bill is currently written, each Council would only be able to collect development contributions for community infrastructure on its portion of land in the complex. It would not be eligible to fund community infrastructure from development contributions for its half share of the assets built on the other Council’s land.
18. Other provisions in the Act encourage councils to work collaboratively with each other and other organisations to deliver cost effective services. The current wording in the Bill could well have the unintended and undesirable outcome of providing a disincentive to councils working collaboratively with each other. We recommend that the wording is altered to remove this disincentive. Councils across New Zealand have been developing more partnership approaches to delivering services over recent years, which is why this matter is likely to be more of a concern now than it was when the wording was in the Act previously.

Recommendation:

That the Select Committee:

1. **recommends that section 11A be replaced by a provision that encourages councils to consider how they may enhance all aspects of the livability of communities; and**
2. **recommends that the wording in the proposed definition of community infrastructure be amended to enable development contributions to be taken for community infrastructure provided in partnership with other councils and organisations.**

Conclusion

19. Tasman District Council generally supports the intent of the Local Government (Community Well-being) Bill. The Bill contains a number of amendments Council supports; one amendment we do not support; and another that we would like amended. The body of Council’s submission has outlined details of these matters.
20. Council thanks the Select Committee for the opportunity to outline our views on the Bill.

8.8 MAYOR'S ACTIVITY REPORT TO FULL COUNCIL**Decision Required**

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Richard Kempthorne, Mayor
Report Number:	RCN18-05-08

1. Summary

- 1.1. The attached report is a commentary of the Mayor's activities for the months of April and May 2018 for Councillors' information.

2. Draft Resolution

That the Tasman District Council receives the Mayor's activity report to full council

- 1. receives the Mayor's Activity Report to Full Council RCN18-05-08; and**
- 2. supports RCN18-05-08 the request for Councillor Hawkes to travel to Kiyosato, Japan to attend the 120th anniversary celebration of Kiyosato township and the 30th anniversary celebration and renewal of the Friendly Towns Agreement between Motueka and Kiyosato; and**
- 3. approves the ongoing involvement of the outgoing CEO in the Waimea Water Augmentation Project in particular on the land and access workstreams.**

1 Activities

- 1.1 Lindsay and I (with other TDC staff) met with the Marahau/Sandy Bay Ratepayers and Residents Association on 3 April as part of the LTP consultation.
- 1.2 I attended the Citizenship Ceremony on Wednesday 4 April
- 1.3 I met with Mayor Reese, and Phil Lough (Chairman) to discuss PNL governance matters and the Six Monthly Report to Shareholders on 4 April
- 1.4 I attended by teleconference for the EquiP Board meeting on 6 April
- 1.5 I attended the Ministry of Transport Safety on our Roads conference in Wellington on 9 April
- 1.6 I attended the Land and Water Forum meeting in Wellington on 10 April
- 1.7 I was in Queenstown for the Trustpower National Community Awards as a member of the judging panel followed by the Awards dinner on 14 April
- 1.8 I attended the Transport Summit to discuss the draft GPS in Wellington
- 1.9 I caught up with Maureen Pugh, MP on 17 April
- 1.10 I attended a Task Force Green visit in Riwaka on 17 April attended by Lynne Williams of MSD and Ed Newport from Top of the South Rural Support Trust
- 1.11 I attended a Civil Defence Emergency group meeting in Council Chambers on 17 April
- 1.12 I chaired the LGNZ Freedom Camping Symposium in Nelson on 19 April
- 1.13 I attended the address to Zone members by Minister Mahuta in Nelson on 19 April
- 1.14 I co-chaired the Zone 5 and 6 Meeting of LGNZ in Nelson on 20 April
- 1.15 I had a briefing on Future Development Strategy ahead of the NCC/TDC joint councillor meeting on 1 May, with Barry Johnson and Dwayne Fletcher on 20 April
- 1.16 I had a meeting with Peter Dawson of Maritime Law in Richmond to discuss the marine centre on 20 April
- 1.17 Lindsay McKenzie and I had a meeting with Minister Eugenie Sage in Richmond on 23 April
- 1.18 I attended the LTP hearings in Golden Bay on 23 April
- 1.19 I attended the LTP hearings in Motueka on 24 April
- 1.20 Lindsay and I attended a meeting with George Sturgeon and Barry Dowler (of Good Sports, Motueka) on 24 April
- 1.21 I also attended and addressed everyone at the Motueka ANZAC Day Service on 25 April
- 1.22 I attended and addressed everyone at the Richmond ANZAC Day Service on 25 April
- 1.23 I attended the Netherlands King's Day reception at the Ambassador's residence in Wellington on 26 April
- 1.24 Lindsay McKenzie, Dwayne Fletcher and I met with Jan Long and Sandra Goodman of Bayleys Residential to discuss residential development in Motueka and provision of infrastructure on 27 April
- 1.25 I had a meeting with Mark Rawson of Nelson Tasman to discuss the mayoral relief fund on 27 April

- 1.26 I had a meeting with Nigel Muir of Sport Tasman on 27 April
- 1.27 I attended the Ngāti Ràrua Àtiawa Iwi Trust's gala dinner, celebrating the return of the Whakarewa homelands and pay tribute to the original landowners and those who played a role in the land being returned in Motueka on 28 April
- 1.28 I had a meeting with Gerard Fry (horticulturalist in Motueka) to discuss Cyclone Gita on 30 April
- 1.29 I had a meeting with Barbara Stuart of Cable Bay to discuss walking issues in the top of the south on 30 April
- 1.30 I attended the Top of the South Rural Support Trust meeting in TDC on 30 April
- 1.31 I attended the Sport Tasman monthly meeting on 1 May
- 1.32 I attended the joint workshop with Nelson City Council to discuss the 6 monthly update on Joint Growth Strategy on 1 May
- 1.33 I attended a meeting with Paul McIntyre of Nelson Hospice on 2 May
- 1.34 I attended the launch of the regional identity (NelsonTasman.nz) held by the Nelson Regional Development Agency in Nelson on 2 May
- 1.35 I attended and spoke at the Federated Farms AGM and mini conference in Upper Moutere on 8 May
- 1.36 I attended the Making Good Decision – Chair Recertification Course in Wellington on 9 May
- 1.37 I attended the 2018 Central and Local Government Forum in Wellington on 10 May
- 1.38 I attended and spoke at the unveiling of “Form in Formation” by Oh Seung Yul at the Richmond Library on 11 May
- 1.39 I attended the Sport Tasman Board of Trustees meeting in Westport on 11 May
- 1.40 I joined a free webinar on Cities leading on climate: how fossil fuel divestment protects pensions and the planet, from New York City on 12 May
- 1.41 Lindsay and I had a meeting with Ian Collier of Air New Zealand who provided an update on 15 May
- 1.42 I was involved in the Tasman District Citizenship Ceremony in Richmond on 16 May, where we had 54 taken their oath/affirmation of allegiance representing 17 different ethnicities. I appreciated the attendance of councillors Canton, Hawkes and MacNamara and the assistance given by governance service staff, Kate, Sandie and Rhian.
- 1.43 I attended the careers roadshow at Motueka High School on 16 May

2 Other**Local Government New Zealand (LGNZ) Remit**

- 2.1 Councillors will have noted that I met with officers our Engineering Services Department, NZTA, NZ Police and Nan Ward from Nick Smith's office to discuss safety on our roads in particular, on SH60.
- 2.2 We considered factors that may be contributing to the significant increase in accidents causing death or serious harm on our roads. These accidents have a massive impact on the families and friends of those involved. It was noted that there has been a significant increase in traffic on our roads over recent years. It is also of note that one factor that stands out is the influence of alcohol and drugs in these accidents. While testing for alcohol is standard practice in such events, testing for drugs is not.
- 2.3 I have discussed with some of you and received support for a proposal to take a remit to LGNZ Conference this year which will propose that the government change the relevant transport legislation and other legislative provisions to empower enforcement officers (police) to carry out road side testing for drugs in driver's system. I will table at this Council meeting the wording of a remit that I propose to take to this year's conference.

Renewal of Friendly Towns Agreement with Kiyosato

- 2.4 This year will mark the 30th anniversary of the signing of a Friendly Towns Agreement between Motueka in Tasman District and Kiyosato in Japan. It is also the 120th anniversary of the founding of Kiyosato Township. I have been invited to join the Mayor and Council of Kiyosato on 2 September 2018 as they celebrate the 120th anniversary and the renewal of the Friendly Towns agreement.
- 2.5 I would also like to invite and fund the transport and accommodation for Councillor Paul Hawkes to join me in travelling to Kiyosato in Japan. We will be joining other members of the Kiyosato Motueka Friendly Town group. We are also likely to be joined by members from Te Àwhina Marae who have kindly agreed to create a carving that we can use as part of this ceremony.

Waimea Water Augmentation Project

- 2.6 John Palmer, in his role as Chair of the Waimea Water Augmentation Project Board, has requested that the outgoing CEO Lindsay McKenzie be made available to continue to work on the project's land and access work stream. Given his past involvement and knowledge, this is a reasonable request. I have asked Janine Dowding for her views. She supports what is proposed. Lindsay's role would be advisory. He will be accountable to Janine. Any authority he is given will need to come from her in her role as Chief Executive.
- 2.7 Compensation for his ongoing work has been provided as part of his final payment.
- 2.8 Lindsay is aware that his role is advisory and that any authority that he is given will need to be delegated by Janine Dowding in her role as Chief Executive.

Disaster Relief Fund Grants

- 2.9 Councillors will be aware that the two Mayoral Disaster Relief Grant Funds have now closed. The funds have been used to establish two types of grant; one for recovery and for one for personal hardship. The total funds have been split \$83,000 to business recovery and \$23,000 to personal hardships.

2.10 We have received 11 grants in relation to personal hardships and 27 in relation to business recovery. I anticipate that the decision on payments to be processed will be finalized in June.

Appendices

Nil

8.9 CORPORATE SERVICES QUARTERLY REPORT TO END OF MARCH 2018

Information Only - No Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Mike Drummond, Corporate Services Manager
Report Number:	RCN18-05-09

1 Summary

- 1.1 This report covers activity in the Corporate Services Department for the period 1 January 2018 to end of March 2018.
- 1.2 **Financials** – The department continues to operate within its overall budget. It will finish the year with a surplus, to be carried forward into 2018/19. The year-end forecast has been completed including updates for the department’s work programme.
- 1.3 **Human Resources** – There are a number of key vacancies in the department, and we are actively recruiting to fill these roles. Teams are under pressure in particular the Finance team due to the cyclical increase in workloads in a Long Term Plan year. With the property team up to full strength, workloads are moderating in this area.
- 1.4 **Risk Management** - The asbestos identification and management programme is well under way. The vehicle management system installed, (called EROAD), continues to help reinforce good driver behaviour. It also allows the location of all vehicles to be monitored for health and safety reasons.
- 1.5 **Information Services** (IS) – Key system improvements have been made, with an upgrade of the submissions system, and integration with the Geographic Information Systems (GIS) technology has allowed staff to create “Story Maps” for use in the Long Term Plan (2018-2028) (LTP) consultation. Information Services staff were involved in supporting the response to recent emergency events, and the IS disaster recovery hardware has been upgraded.
- 1.6 **Property Services** – With a fully resourced team good progress has been made in clearing the backlog of work. The Commercial Portfolio Manager is working with the Commercial Committee members to progress outstanding business plans and strategies.
- 1.7 **Commercial Activities** – Commercial activities are reported through the Commercial Committee, with the last financial reports presented to the 23 February 2018 meeting. A summary of the current profitability and operational matters are included in this report. Councillor’s attention is drawn to the rationale for the under recovery of fees and charges from users of Port Tarakohe, as a result of delays in the capital works programme.
- 1.8 **Finance Section** – The reforecast has been successfully completed with department overheads forecast to come under budget for the year.

- 1.9 **Legal Section** – We are actively recruiting for a new Principal Legal Advisor. At the same time we are reviewing the most effective way to provide support to this key role.
- 1.10 **Council Controlled Organisations and other** – We have received in interim dividend from Port Nelson Ltd. We have also received the Local Government Funding Agency (LGFA) Statement of Intent, Half yearly and Quarterly reports, which are available to Councillors on request.

2 Draft Resolution

That the Full Council

1. **receives the Corporate Services Quarterly Report to end of March 2018 RCN18-05-09 report; and**
2. **notes the previous under recovery of charges at Port Tarkohe and the rationale as set out in section 9.7 of this report; and**
3. **notes the documents that have been signed under delegation as set out in section 8.2**

3 Purpose of the Report

- 3.1 To provide Councillors with a quarterly update on the activities and performance of the Corporate Services Department.

4 Background and Discussion

4.1 April Department Overheads

Corporate Services Department

Overhead Expenditure Statement

For the year to April 2018

\$000's FY Actual 2017	Overall Corporate	\$000's YTD Actual April 2018	\$000's YTD Forecast April 2018	\$000's YTD Variance	\$000's FY Budget 2017/18
	Operating Income				
1,727	General Rates	997	997	0	1,197
317	Fees & Recoveries	429	285	144	(27)
27	Sundry Income	23	23	0	28
2,072	TOTAL Operating Income	1,450	1,306	144	1,198
	Operating Expenses				
3,082	Wage Related Expenses	2,726	2,820	93	3,455
954	Maintenance	874	822	(52)	929
915	General Operating Costs	1,088	1,094	6	1,346
523	Professional Fees	395	386	(8)	620
141	Employee Benefits	126	131	5	166
57	Employment Related Expenses	57	62	5	129
447	Overheads	(1,704)	(1,704)	(0)	(2,046)
191	Loan Interest	127	121	(6)	168
1,023	Depreciation	880	878	(2)	1,328
(6,016)	Overhead Recoveries	(3,659)	(3,734)	(74)	(4,626)
1,316	TOTAL Operating Expenses	910	877	(34)	1,470
756	SURPLUS (DEFICIT) FROM OPERATIONS	540	429	110	(272)

- 4.2 The department continues to operate within its overall budget, and will finish the year with a surplus. This will be carried forward into 2018/19.
- 4.3 The reforecast to year-end has been completed. Overall there has been a slight reduction in overhead costs as professional fees have been forecast down as a result of the work programme being delayed. For commercial activities, the reforecast included an update on income streams, in particular forestry, and the impacts of the Takaka hill closure on Golden Bay businesses.

5 Human Resources**Overview**

- 5.1 This quarter saw the LTP and to a lesser extent the Waimea Community Dam projects continue to put pressure on finance staff. This caused significant work over and above 'business as usual'. With the successful capital raising by Waimea Irrigators in April, the Waimea Community Dam project will be ramping up through to financial close. This will continue to put pressure on the finance and rates teams, at the same time as they are completing the rates strike for 2018/19 and the 2017/18 Annual Report financials.
- 5.2 The Finance team has lost a key person with the resignation of the Financial Accountant. The role is being partly covered with external resources while a new accountant is recruited.
- 5.3 Recruitment is underway for a Legal Advisor to support Council's in-house Principal Legal Advisor Sarah Taylor. The Principal Legal Advisor role is also now vacant with the recent resignation of Sarah Taylor. We are taking the opportunity to rethink the role and the support it needs to be effective. Given Sarah's resignation, it is an opportune time for a wider review of the in-house legal services we provide, to ensure the best resourcing is available into the future.
- 5.4 Outside of the finance and legal teams, other sections are operating with a full complement of staff.

Property/Commercial

- 5.5 The Harbour Manager for Port Tarohe resigned earlier in the year, and recruitment for this position is now complete.
- 5.6 With the property team up to strength workloads are moderating in this area and the use of external resources is being actively reduced as the LTP related project work is completed.

Information Services

- 5.7 Business Analyst, Liz Hegarty is away on leave from mid-May to early July 2018. Liz is instrumental in supporting the MagiQ Enterprise system, and key to other project work. During this time, her tasks will be covered by Lee Galvin in the team. To assist Lee, Mandy Tomlinson is returning from retirement on a two-month fixed term contract to cover administration and support of the MagiQ Enterprise system. This cover highlights the pressure on the IS team and the challenges of an aspirational IT delivery programme driven by organisational demands.
- 5.8 There have been significant recent staff changes in the finance team. Bryce Grammar, Financial Accountant resigned with his last day with Council 9 May 2018. As noted above a plan has been made to cover this position with an external consultant while the recruitment process is underway for a permanent staff member.
- 5.9 Faye Woodhead, Management Accountant, went on 12 months paternity leave in March. This position has been covered by a fixed-term Assistant Management Accountant role.
- 5.10 The department took the opportunity to engage a senior student through the Chartered Accountants Australia and New Zealand (CAANZ) achiever programme over the summer tertiary break. This was very successful for both the student and for Council. We intend to continue with these placements in future years.

Legal

- 5.11 Recruitment is underway for a Legal Advisor to support Council's in-house Principal Legal Advisor Sarah Taylor. Sarah has also resigned to pursue a personal business opportunity, and will leave Council mid to late July.

6 Risk Management

6.1 Health and Safety

6.1.1 Asbestos Management

The Health and Safety at Work (Asbestos Regulations) 2016 required Council to identify any material, assets and buildings that contained asbestos by 4 April 2018. Council is required to prepare an Asbestos Register and Management Plan for any Council-owned workplace (e.g. commercial or industrial buildings). This work has now been completed and officers will be implementing a process to make users and contractors aware of the presence or possible presence of asbestos containing materials (ACMs). It is noted that the inspections were non-invasive and where the inspectors judged that there was a possibility of ACM being present, have noted these as 'possible ACM'. This judgement is based on experience, product knowledge and the age of the building materials.

6.1.2 Driver Safety

The Council has an electronic monitoring system that monitors our vehicles for such things as location, speed above posted limits and harsh braking. This is used as an education tool for drivers to promote road safety and good driver practices. It also allows the ability to locate a vehicle in the event of a breakdown or unexpected late return.

7 Information Services Update

7.1 Council Submissions System Upgrade

7.1.1 The newly upgraded Council Submissions system went live in February in time for the LTP Consultation Period opening up. The new system includes some fixes to issues and some functionality enhancements to make the submissions process easier for our customers. As the system we developed is used by both Tasman District and Nelson City Council customers, these improvements will be available across the region.

7.1.2 As well as the new submissions system, we have taken advantage of the latest in Geographic Information Systems (GIS) technology to create a "Story Map" for the settlement area information in the draft LTP (2018-2028) consultation. This work has been done by Information Services GIS staff in conjunction with the Strategic Policy team. Story Maps combine our maps with text, images and multimedia in an easy viewing format to harness the power of maps and geography to tell our stories. This is the first time we have used this technology for a Council project and we are excited about the possibilities for making information on projects and activities available to our customers in this way.

7.1.3 The Story Map is available on the Council Website at <http://www.tasman.govt.nz/link/settlements> and can be viewed on any device.

7.2 Response to Emergency Events

7.2.1 Information Services (IS) staff have been involved with the Regional Civil Defence team ensuring EOC operations went smoothly during the emergency weather events in February. IS operations staff assisted with running the IT infrastructure at the Centre while our data and systems team members provided maps and activity updates throughout the events. Data team members also coordinated the purchase of an updated aerial photography layer for the most affected areas from Marahau south to Brooklyn, including the Takaka Hill Road, to assist with the recovery programme.

7.3 Upgrade of Disaster Recovery Hardware

7.3.1 The ageing Disaster Recovery storage hardware has been upgraded during the first quarter of 2018. This allows Council to have confidence in our ability to start up our network offsite at the Richmond Library, should the Main Office building become unavailable.

7.4 Digital Strategy Updates

7.4.1 Please note that these are now included in the CEO's report to Full Council.

8 Property Services Update

8.1 Property Services Team

8.1.1 Good progress has been made by the Property Services team to actively address the backlog of work in the commercial area, and process the backlog of leases, licences and encumbrances. Progress is being made in this area with the registration of easements on the Great Taste Trail being actioned, and a start has been made on getting our community leases up to date. With the establishment of a full complement of property staff, the team are now handling an increased workload of land acquisitions for infrastructural assets.

8.1.2 The Commercial Portfolio Manager is working with members of the Commercial Committee to progress the business plans and strategies for Motueka Aerodrome, Port Tarakohe and Collingwood Holiday Park. We would like to acknowledge the independent members of the Commercial Committee who have given up their time and expertise so willingly to provide us with valuable input into these projects. They continue to bring a wealth of commercial acumen, business expertise and knowledge to our commercial proposals.

8.1.3 Overall, the volume of work continues to be a challenge but the staff resource available puts the team in a better position than previously to address this. The overall focus of the team is continuing towards elimination of the backlog of unresolved issues, whilst supporting the ongoing Council-wide property needs.

8.1.4 Overall, commercial activities are tracking very favourably with forestry producing a surplus of \$1.2m at March year to date. More detail on the commercial portfolio is covered in section 9 of this report.

8.1.5 The property section has a negative budget variance of \$149k at the end of March. This is due to wage-related costs and depreciation costs. This will be managed appropriately to reduce this variance by year end.

8.2 Documents Signed Under Delegation

The following documents have been signed under delegation for the period 1 January 2018 to 31 March 2018:

- Swamp Road encroachment – document authorising bridge that has been on Council road for many years, including Authority and Instruction Form. Signed 1 January 2018.
- Mytton Heights – land acquisition for road. Purchase agreement for land. 10 January 2018.
- Heslop Champion Road – slight amendment to land purchase from 2014. Variation to agreement. 11 January 2018.
- Mariri Resource Recovery Centre – compensation certificate noting that Council has an agreement to purchase to be registered on the title. Signed 18 January 2018.
- Abandoned Land – agreement with Opus to provide advice on this project. Signed 31 January 2018.
- Fulton Hogan power supply Waimea river berms – relocation of power supply required new easement. Signed 1 February 2018.
- Polglase lease Waimea river berms – surrender of one lease to allow new lease to be issued to Appleby Fresh Ltd. Signed 22 January 2018.
- Appleby Fresh Ltd – deed of lease Waimea river berms (see above). Signed 22 January 2018.
- Thomas Family Trust 308 Queen Street, Richmond – purchase completed. Remove note on title protecting Council's interests in the land. Signed 27 February 2018.
- Edens Road Fruit Ltd – new lease Waimea river berms. Signed 7 March 2018.
- Great Taste Trail – Authority and Instruction to enable registration of easement from Network Tasman for the cycle trail. Signed 13 February 2018.
- Stringer Road exchange of road. Agreement with Boomerang Farm Ltd to exchange legal road to nearby location to facilitate improved road access. Signed 13 February 2018.
- Seaton Valley Stormwater Project – Authority and Instruction Form to enable easements to be registered in favour of Council. Signed 20 March 2018.
- Puketutu Road – Authority and Instruction Form to complete all legal matters to give effect to road stopping authorised by the Environment Court (new road in place). Signed 20 March 2018.
- Berryfield Drive – Statutory Declaration to declare Council land to be road. Links roads created by different developers to the east and west sections of the subdivision. Signed 21 March 2018.
- Dewar – Licence to Occupy agreed in mediation outcome. Signed 15 March 2018.
- Hydrological equipment Haycock Road – low level agreement with Network Tasman to establish measuring equipment on Network Tasman land. Signed 27 March 2018.

9 Commercial Activities

9.1 The financial results for Commercial activities are reported in full through the Commercial Committee. The last reports went to the Committee recently in preparation for its meeting on 23 February 2018, and these confidential reports are available to Councillors on request. To follow is a high level summary of commercial activities for the nine months ending March 2018. These will be considered by the Commercial Committee on Friday 25 May 2018.

9.2 Holiday Parks and Campgrounds

9.2.1 Net deficit for the year to date is \$51k with a negative variance of \$52k (-101%) compared to forecast. The deficit is primarily due to a shortfall in income as a result of the two major weather events exacerbated by the extended closure of SH 6.

9.2.2 Negotiations are continuing regarding the proposed buyback of the Pohara Holiday Park. This is now to be funded in the 2018-2019 financial year.

9.3 Commercial property holdings

9.3.1 Net surplus for the year to date is \$136k with a negative variance of \$27k (-17%) compared to forecast, due to a combination of lost rent (Mapua refurbishment) and slightly higher expenses.

9.4 Forestry

9.4.1 The net surplus for the year to date is \$1.813m with a positive variance of \$1.192m (+191%) compared to forecast, due to the higher income from additional harvesting.

9.4.2 The Operational Health and Safety Group, comprising Council operational managers along with representatives from PF Olsen, Nelmac and the Nelson Regional Sewerage Business Unit bio-solids spreading company, met on 22 February 2018 to continue the coordination of health and safety interdependencies at Moturoa/Rabbit Island. A matrix has been developed showing the individual responsibilities of the businesses using the forest.

9.4.3 As previously reported, following an indication from the majority owner of the Howard Valley forestry rights (Mr Bier), that he was interested in selling, a tree valuation was procured. We have been in contact with Mr Bier and it was agreed that he will approach Council after he has taken further advice.

9.5 Port Tarakohe

9.5.1 The net deficit for the year to date is \$93k with a negative variance of \$139k compared to forecast, due primarily to the higher maintenance expense and depreciation costs, combined with income being \$47k less than forecast.

9.6 Aerodromes

9.6.1 Net deficit for the year to date is \$40k with a positive variance of \$14k (33%) compared to forecast, due to the lower than expected expenses.

9.6.2 Staff met with the Takaka Aerodrome local management committee on 6 March 2018. Further discussion occurred about moving the management of the aerodrome over to a similar governance structure as is currently in place with Motueka Aerodrome. This will require the formation of a Takaka Aerodrome User Group. The formation of this new Group transfers the responsibility for aerodrome maintenance, collection of fees and rentals, and financial management to Council.

- 9.6.3 Meetings with the Motueka Aerodrome Operations and Safety Committee and Motueka Aerodrome Advisory Group occurred on 14 March 2018. The Advisory Group considered submissions to the Management Plan and the final documents will be completed shortly.

9.7 Fees and Charges Port Tarakohe

- 9.7.1 New user fees and charges for wharfage and berthage at Port Tarakohe came into effect on 1 July 2017. However, due to the delay in completing the new concrete marina and berth availability issues during the construction phase, it was agreed by staff after feedback from the ward councillors and the Port Tarakohe Advisory Group (PTAG) to continue to charge Port users at last year's rates until the new marina was commissioned. This work has now been completed and effective from 1 March 2018 all Port users have been charged at the full 2017/18 rates. It is also important to note that, as per the draft LTP 2018-2028, mooring charges are now based on berth size not boat length. The rationale for moving to this formula is due to the costs incurred which are related to the berth and not the boat, including services available from the commercial pontoon.
- 9.7.2 The change in charging methodology to berth size has resulted in significant increases for some users.
- 9.7.3 An explanation letter has been sent to all users of the Port, along with a copy of the current 2017/18 Schedule of User Fees and Charges.

10 Finance Section Update

- 10.1 The Finance team continues to manage a high workload, largely due to it being an LTP year, and the additional demands from the Waimea Community Dam project.
- 10.2 It was another busy quarter, with the team focusing on:
- Completing the LTP financials for the Consultation Document and supporting information, and then updating budgets for changes post consultation
 - Preparing responses for submitters to the LTP and related documents
 - The financial reforecast, following the 31 March results
 - Continued support work around the Waimea Community Dam project.
- 10.3 Within this workload there has also been minor advances to improve processing efficiency. This is an ongoing focus of the team.
- 10.4 Councillors will be well aware of the results from the team in both reducing the amount of outstanding debt, and the collection of rates and water rates. This work continues to provide good results. The level of debt is well down and this has now plateaued at the new lower level as was expected.
- 10.5 There is now no break between the LTP and Annual Report, with the Audit team having already completed the interim audit for the 2018 Annual Report.
- 10.6 Positive results from the internal audit programme were reported to the recent Audit and Risk Committee. These excellent results reflect the staff and systems in place within the Finance and IT teams.

11 Legal Update

11.1 Between January and March 2018 the primary focus of Sarah Taylor, Principal Legal Advisor, has been to provide legal advice and support in relation to:

- Various legal issues and claims arising from coastal erosion and damage caused by the recent storm events.
- Waimea land acquisition issues.
- Legal proceedings taken by Te Atiawa o Te Waka-a-Maui Trust against an archaeological authority issued to the Council by Heritage New Zealand Pouhere Taonga.
- Ongoing issues in relation to the Golden Bay Grandstand and related issues with the A&P Association.
- Guidance for elected members on conflicts of interest.

A key milestone during this period was Sarah Taylor's preparation, negotiation, and finalisation of a Memorandum of Understanding (MoU) with Te Atiawa o Te Waka-a-Maui Trust which has resulted in the Trust dropping their legal proceedings against the Council. Without the work undertaken by Sarah on this MoU, the Council may have had to defend a case in the Environment Court which would have cost Council significant time and money.

12 CCO's and Other

12.1 Port Nelson Limited

12.1.1 We have received a Shareholders Dividend Statement for the 2018 interim dividend from Port Nelson (refer Attachment 1). The interim net dividend on Council's 12,707,702 ordinary shares is \$750,000.

12.2 Civic Financial Services

12.2.1 We have received the Civic Financial Services (Civic) Statement of Intent for 2018 and Annual Report for the year ended 2017. In their Annual Report, Civic made a pre-tax surplus from normal operations of \$828,855 for the year ended 31 December 2017, compared to the forecasted surplus of \$338,000 as set out in the 2017 Statement of Intent. A copy of these documents are available to Councillors on request.

12.2.2 Council has a very minor legacy shareholding in Civic valued at circa \$100k.

12.2.3 The ongoing seismic assessment review on Civic Assurance House (further detail below) resulted in the value of the building being reduced by \$798,043 bringing the before-tax profit to \$30,812 for the year ended 31 December 2017.

12.2.4 At the companies Special General Meeting held on 5 October 2017, shareholders voted in favour of the resolution to sell Civic Assurance House. Civic's Board have been progressing this forward, acting in the best interest of the company to achieve a satisfactory price for the sale of Civic Assurance House. An updated seismic assessment was requested prior to taking the building to market, which identified strengthening work required for the south and west boundary walls, and resulted in the value of the building being reduced by \$798,043. After taking professional advice, the decision was made to complete the strengthening work before taking the building to market. The cost to complete the seismic work has been estimated at \$820,000 and will be completed within a 12 month timeframe. Upon completion of

this work the value of the building is expected to be restored, at which time Civic will commence the selling process. If a satisfactory sale price can be obtained, the proceeds net of selling costs will be distributed to shareholders via a special dividend. The cost for this strengthening work will not be considered as a selling cost.

12.3 **Local Government Funding Agency Ltd (LGFA) – Draft Statement of Intent and Half Year Report**

12.3.1 At the end of February, we received the LGFA Draft Statement of Intent 2018/19 and the Half Year Report for the six month period to 31 December 2017. A copy of these documents are available to Councillors on request.

12.3.2 Through the Shareholders' Council, we contributed to the Letter of Expectations (LoE) to the LGFA for their Statement of Intent. A copy of the letter from the LGFA Chief Executive that accompanied the Draft Statement of Intent 2018/19 is attached (see Attachment 2). A final version of the SOI will be provided to shareholders by 30 June 2018.

12.3.3 Highlights from Half Year Report, from the Chair of the LGFA Board for the six-month period to December 2017 include:

- LGFA total interest income for the six-month period of \$178.145m was a 14.4% increase over the 2016-17 comparable period of \$155.711m while Net Operating Profit of \$6.036m was a 13.6% increase on the 2016-17 comparable period of \$5.312m.
- The financial strength of the LGFA was reaffirmed by Standard & Poor's and Fitch Ratings who maintained the LGFA credit rating at AA+. This is the same as the NZ Government.
- Over the past six months, the LGFA has issued \$619m of long-dated bonds. This is one of the lowest issuance amounts over a six-month period, reflecting reduced borrowing demand from councils. The average term of issuance of 5.7 years was the shortest average borrowing term since LGFA commenced borrowing in early 2012.
- The LGFA has \$7.5 billion of bonds (including Treasury stock used for bond lending purposes) on issue across seven maturities from 2019 to 2033. As one of the largest issuers of NZ dollar securities after the NZ Government, their bonds are amongst the largest and most liquid NZD debt instruments available for investors. The amount of LGFA bonds outstanding declined from \$7.9 billion as at 30 June 2017 due to the maturity of the December 2017 LGFA bonds. The council loans matching these bonds were successfully refinanced by council borrowers ahead of the maturity that resulted in an orderly repayment to investors.
- Rangitikei District Council was admitted as a new member in December 2017, bringing the total membership to 54 councils.
- Long-dated lending of \$518m for the six-month period was slightly below their SOI forecast and reflected a preference for offshore borrowing by their largest borrower, Auckland Council and reduced borrowing demand from the rest of the sector. They also experienced a shortening in average tenor of council borrowing of 7.2 years compared to 8.1 years in the 2016-17 financial year.

- Bespoke lending continues to be popular for councils in that it provides flexibility for maturity dates of borrowing and the date of drawdown. The LGFA lent \$452m on a bespoke basis to councils over the six month period, approximately 87% of their total lending over the period.
- Short-dated lending (less than 365 day terms) to councils has been very successful with loans to 25 councils of \$332m as at December 2017. This compares to \$240m lent to 17 councils as at December 2016.

12.3.4 The underlying credit quality of the sector continues to improve with all member councils remaining compliant with the LGFA lending covenants and three councils in the 2017 calendar year either receiving an upgrade to their credit ratings or a positive outlook change to their rating.

12.4 Local Government Funding Agency Ltd (LGFA) – Quarterly Report for March 2018 Quarter

12.4.1 We have received the LGFA Quarterly Report to shareholders for the March 2018 quarter. The full report is available to Councillors on request. To follow are highlights for the quarter: (Note 100bps = 1%)

A. March quarter issuance and highlights summary

Quarter	Total	Bespoke Maturity	2017	2019	2020	2021	2023	2025	2027	2033
Bonds issued \$m	120	N/A	-		45			45	30	
Term Loans to councils \$m	183	126.5	-			-	18.5	25	13	
Term Loans to councils #	20	13	-			-	4	2	1	

Year to date	Total	Bespoke Maturity	2017	2019	2020	2021	2023	2025	2027	2033
Bonds issued \$m	739	N/A	-	40	225	70	79	189	66	70
Term Loans to councils \$m	701.4	556.9	-	5	5	5	18.5	46	53	12
Term Loans to councils #	77	55	-	1	1	2	4	7	5	2

Key points and highlights for the March quarter:

- The bond curve was slightly steeper over the quarter, with longer term bonds rising 4 bps while shorter term bonds fell 5 bps.
- LGFA issued only \$120 million of bonds during the quarter in one tender. LGFA bonds outstanding as at 31 March 2018 were \$7.579 billion.
- Long dated on-lending to council borrowers was \$183 million including \$126.5 million of bespoke maturity loans (69% of total lending) during the quarter.
- LGFA market share of 84.4% for the rolling 12-month period to March 2018 was unchanged from the 12-month period to December 2017.
- The short-term council borrowing from the LGFA remains well supported by councils with loans outstanding of \$264.9 million as at 31 March 2018. This was a decline of \$67 million over the quarter, with 20 councils (down from 25 last quarter) using this product. The decline was due to councils extending the term of their debt by borrowing on a longer dated basis and repaying the short-dated loans.
- LGFA Net Operating Gain (unaudited) for the nine-month period to March 2018 was \$9.303 million or \$0.594 million above budget.

- The participating local authorities remained at 54.

13 Attachments

1.	Port Nelson Limited - 2018 Interim Dividend Statement	249
2.	LGFA Letter to Shareholders to Accompany Draft Statement of Intent 2018-19	251

PORT NELSON

April 3, 2018

Mr. L McKenzie
Chief Executive
Tasman District Council
Private Bag
Richmond



Dear Lindsay

Attached is a Shareholders Dividend Statement for the 2018 interim dividend of \$750,000 declared on March 27th, 2018.

Yours faithfully

PORT NELSON LIMITED

A handwritten signature in blue ink, appearing to read "D. Wehner".

Daryl Wehner
Chief Financial Officer

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info@portnelson.co.nz www.portnelson.co.nz

PORT NELSON LIMITED	
SHAREHOLDER DIVIDEND STATEMENT	
Detail for Income Tax Purposes	
SHAREHOLDER	Tasman District Council
PAYMENT DATE	3-Apr-18
GROSS DIVIDEND	\$1,041,667
IMPUTATION CREDITS	\$291,667
NET DIVIDEND	\$750,000
<small>ON 12,707,702 ORDINARY SHARES</small>	
RESIDENT WITHHOLDING TAX DEDUCTED	\$0
ELECTRONIC PAYMENT	\$750,000

Exec/PNL/Admin/Finance Reports/Coy Dividend Statements



22 February 2018

Dear Shareholder

Draft Statement of Intent 2018/19

Please find attached a copy of the Draft Statement of Intent ("SOI") for the 2018/19 year¹.

LGFA continues to focus on delivering strong results for both our council borrowers and shareholders.

For our borrowing councils we seek to optimise funding terms and conditions by:

- Achieving savings in borrowing costs
- Provide longer dated funding and
- Provide certainty of access to markets

For our shareholders we are focused on:

- Delivering a strong financial performance
- Monitoring asset quality and
- Enhancing our approach to treasury and risk management and

The following points regarding the Draft 2018/19 SOI are worth noting:

- Profitability is forecast to remain strong with projections for Net Operating Gain of \$10.81 million, \$10.44 million and \$14.08 million for the next three years as controllable expenses remain close to previous year budgets but net interest income grows. However, we remain cautious in placing too much emphasis on the Year Three (2020/21) forecast given that over the next three years, \$3.79 billion of our LGFA bonds and \$3.336 billion of council loans mature. Assumptions regarding timing of refinancing and interest rates have a meaningful impact on financial projections.
- Net interest income is expected to increase over the next three years as we hold additional liquid assets to manage the LGFA bond maturities. We would also expect councils to refinance their loans prior to maturity and depending upon the timing, this is slightly positive for LGFA.
- We have reduced our forecast for Local Government loans outstanding as at June 2019 to \$8.020 billion and to \$8.261 billion as at June 2020 (from \$8.188 billion and \$8.391 billion in the previous SOI). This reflects uncertainty regarding the impact on LGFA lending if councils

¹ If you wish to also receive a version with tracked changes that highlight changes from the previous 2017/18 SOI then please let me know.

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substitute LGFA borrowing for funding from the Housing Infrastructure Fund facility and other Central Government initiatives. Councils have also yet to release their Draft Long Term Plans and provide indications of future borrowing intentions.

- We have made no changes to the on-lending margins given the base lending margin now averages 10 bps (0.10%). Any further reductions in the base margin is unlikely as we need to ensure we have sufficient capital to match the growth in the balance sheet. LGFA on-lending margins are the narrowest when compared with our international peers.
- Compared to the previous SOI, issuance and on-lending costs excluding Approved Issuer Levy ("AIL") are forecast to be similar to the forecast in each of the 2018/19 and 2019/20 financial years.
- The SOI performance targets are the same as the targets in the previous SOI as we believe these reflect the optimal means to assess our performance against our key objectives.
- As noted above, there is some timing uncertainty within the SOI forecast relating to Local Government loans and LGFA bonds outstanding as we need to project both the repayment amount and repayment timing of the Local Government loans that are due to mature in March 2019, April 2020 and May 2021. Decisions made by our council members regarding early refinancing will have a phasing impact across all three years in the SOI forecast.

If you have any questions or wish to provide comments by 30 April 2018 then please feel free to contact myself or any member of the Shareholders Council. The LGFA Board will consider any feedback received and provide a final version of the SOI to shareholders by 30 June 2018.

Yours sincerely



Mark Butcher
Chief Executive

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8.10 MARCH 2018 QUARTERLY FINANCIAL UPDATE

Information Only - No Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Matthew McGlinchey, Senior Management Accountant; Kelly Kivimaa-Schouten, Revenue Accountant
Report Number:	RCN18-05-10

1 Summary

- 1.1 This quarterly financial report provides Councillors with an update on key financial information to the end of March.
- 1.2 Please note that a re-forecast exercise was undertaken by staff in April based on the March year to date (YTD) actual results. This will be the final reforecast exercise for the year.
- 1.3 The 2017/18 Annual Plan budgeted for a surplus of \$406,000. As a result of the April reforecast, Council are forecasting a surplus of \$303,000. This is an unfavourable variance of \$103,000.

Tasman District Council	
	\$000
Budgeted Total Controllable Operating Surplus	406
Projected Year End Surplus at June 2018 (April Reforecast)	303
Indicative Unfavourable variance	<u>(103)</u>
Key Drivers	
Unfavourable Movements	
Aorere MCDEM Claim declined	(1,100)
Leaky Home Payment	(386)
Net Recovery Costs of Storm Events	(2,426)
Favourable Movements	
Reduced Finance costs	1,094
Maintenance Savings	911
Miscellaneous Recoveries eg ES Capital Recharge	557
Net Forestry Income Inc	<u>1,247</u>
Total	<u>(103)</u>

- 1.4 It should be noted that the forecast above takes into account the \$2.4m of funding that was to come from previous years' reserves. Essentially Council approved \$2.4m of carry overs via the carry over report. Those projects have been forecast into the projected surplus of \$303,000.
- 1.5 Council have also been able to fund \$2.4m of recovery costs from within this year's budget. This means that Council emergency funds are not forecast to be required to meet costs associated with these cyclone events and can be preserved for future events.
- 1.6 The focus of this report is the forecast year end position as at 30 June.

Accounting Surplus v Operating Surplus			
	Year End		
	Forecast	Annual Plan	
	2017/18	2017/18	
	\$000	\$000	Var \$000
Accounting Surplus/(Deficit)	12,752	8,018	4,734
Less Non Controllable			
Revaluation of Swaps (non cash)	131	0	131
Vested Assets (non cash)	9,315	3,051	6,264
Capital Subsidies	3,003	3,764	(761)
Total	12,449	6,815	5,634
Controllable Operational Surplus/(Deficit)	303	1,203	(900)
Explained by			
Income	113,602	108,342	5,260
Expenditure	113,299	107,936	5,363
Total	303	406	(103)

- 1.7 Net debt at the end of March is \$129.3m and is forecast to be \$145.1m by year-end, which is lower by \$12.2m than the net debt forecast position in the 2017/18 Annual Plan.
- 1.8 March YTD Capital expenditure is \$26.5m against a revised budget of \$67.2m. The forecast year-end position is \$45m. Carry overs are expected to be in the vicinity of \$17m to \$18m.
- 1.9 In general, the outstanding accounts receivable report balances across Council continue to trend down.

2 Draft Resolution

1. **That the Full Council receives the March 2018 Quarterly Financial Update report RCN18-05-10.**

3 Purpose of the Report

- 3.1 To report to Council on the year to date (YTD) financial performance to 31 March 2018.

4 Background and Discussion – Quarterly Financial Report and Year End Forecast to 30 June 2018

- 4.1 This is the third and final quarterly financial report for the 2017/18 financial year.
- 4.2 Controllable operating income is forecast to reach \$113.6m by year-end. This is a favourable variance of \$5.3m on the Annual Budget of \$108.3m. The key drivers are set out in section 6.
- 4.3 Operating expenditure is forecast to reach \$113.3m by year-end. This is an unfavourable variance of \$5.4m on the Annual Budget of \$107.9m. The key drivers are set out in section 7.
- 4.4 Capital expenditure totals \$26.5m as at March, and is forecast to reach \$45.0m by year-end. This is a variance of \$22.2m on the budget of \$67.2m. Expenditure by Department is set out in section 10.
- 4.5 Total net debt as at March was \$129.3m and is forecast to be \$145.1m as at 30 June 2018 compared to the budgeted \$158.7m.
- 4.6 A summary of the debtor position is included with this report. The result of the strong focus on debt management sees the continued downward trend in both debtor numbers and dollar value. A summary of significant debtor accounts is also provided.

5 Statement of Comprehensive Financial Performance

5.1 Commentary is provided on the revenue and expenditure forecast changes in sections 6 and 7.

Tasman District Council Statement of Comprehensive Revenue and Expense For the year to March 2018

	Annual Forecast 2017/18 \$000	Total Budget 2017/18	Var 2017/18
INCOME			
Revenue from Rates			
General rates	37,481	37,210	271
Targeted rates (other than for water supply)	29,017	29,017	0
Targeted rates for a water supply	4,075	4,070	5
Operating Activities			
Development and financial contributions	9,180	5,427	3,753
Operating subsidies and grants	2,074	3,686	(1,612)
Capital Subsidies	3,003	3,764	(761)
Fees and Charges	14,299	14,850	(551)
Waimea Dam	0	0	0
Recovery Events	3,422	0	3,422
Other revenue	22,614	16,574	6,040
Total Revenue	125,165	114,598	10,567
Fair value movement on revaluation	131	797	(666)
Other gains	60	75	(15)
Finance income	695	484	211
TOTAL INCOME	126,051	115,954	10,097
EXPENSE			
Finance expense	7,207	8,301	1,094
Employee related expense	23,019	23,073	54
Expenditure on operating activities	31,454	28,637	(2,817)
Maintenance	21,326	23,576	2,250
Waimea Dam	0	0	0
Recovery Events	5,848	0	(5,848)
Depreciation and amortisation	24,445	24,349	(96)
TOTAL EXPENSE	113,299	107,936	5,363
TOTAL OPERATING SURPLUS/(DEFICIT)	12,752	8,018	4,734
Share of joint ventures	1,149	1,149	0
NET SURPLUS/(DEFICIT) BEFORE TAXATION	13,901	9,167	4,734
Income tax expense	0	0	0
NET SURPLUS for the year	13,901	9,167	4,734
OTHER COMPREHENSIVE INCOME			
Gain on asset revaluations	39,676	39,676	0
Deferred tax on asset revaluations	0	0	0
Movement in NZLG shares value	0	0	0
Asset impairment Loss	0	0	0
Share of associate other comprehensive income	0	0	0
TOTAL OTHER COMPREHENSIVE INCOME	39,676	39,676	0
TOTAL COMPREHENSIVE INCOME for the year	13,901	9,167	4,734
TOTAL OPERATING SURPLUS (as above)	12,752	9,167	4,734
Less Non-Controllable Activities			
Capital Subsidies	3,003	3,764	(761)
Vested assets	9,315	3,051	6,264
Fair value movement on revaluation	131	797	(666)
Total Non-Controllable Activities	12,449	7,612	4,837
TOTAL CONTROLLABLE OPERATING INCOME	303	406	(103)

5.2

6 Income Analysis

	Annual Forecast 2017/18 \$000	Budget 2017/18 \$000	Var Bud/F'cst \$000
Environment & Planning	16,582	16,298	285
Engineering	63,509	60,759	2,750
Community Development	19,130	18,843	287
Council Enterprises	7,976	7,026	950
Governance	3,509	3,485	23
Departmental Overheads	2,896	1,931	965
Total Controllable Income	113,602	108,342	5,260
Non-Controllable Income			
Capital subsidies	3,003	3,764	-761
Vested assets	9,315	3,051	6,264
Fair value movement on revalu:	131	797	-666
Total Income	126,051	115,954	10,097

- 6.1 Additional income of \$5.3m is expected over and above budget.
- 6.2 The increase in revenue expectations in Environment and Planning relates to additional revenue in the parking enforcement and building areas.
- 6.3 The increase in revenue expectations in Engineering Services relates to increased revenue in solid waste. Council budgeted on income based on a disposal charge of \$121 per tonne (including GST). In April last year Council adopted an increase of \$16 per tonne to reflect increased disposal charges at the York Valley landfill, but this late change was not included in the 2017-18 budget. The increased revenue is offset by a matching increase in disposal charges and will be neutral overall.
- 6.4 Council has received \$1.97m more income from development contributions and reserve fund contributions than budgeted for in the first nine months of the year. This is contributing to both the Engineering Services and Community Development favourable variance.
- 6.5 The increase in revenue in Council Enterprises is in relation to additional income from harvesting of the Eves Valley and Rabbit Island forests.
- 6.6 The additional income in departmental overheads is mainly because Engineering Services is expecting to charge more time against capital projects as a result of additional project staff. This additional income is offset by increased salaries relating to those same project staff that have been employed to deliver the capital works programme.
- 6.7 Revenue of \$3.4m is expected from external organisations with regard to the cyclone events. This will be from a combination of NZTA, River Z landowners, Council insurers and the Ministry for Civil Defence and Emergency management.

7 Operating Expenditure Analysis

	Annual Forecast 2017/18 \$000	Budget 2017/18 \$000	Var Bud/F'cst \$000
Environment & Planning	5,653	4,024	-1,629
Engineering	31,715	26,009	-5,707
Community Development	10,160	10,815	655
Council Enterprises	4,275	4,299	24
Governance	1,798	1,744	-54
Departmental Overheads	28,045	28,395	350
Total	81,647	75,286	-6,361
Finance Expenses	7,207	8,301	1,094
Depreciation	24,445	24,349	-96
Total	31,652	32,650	998
Total Expense	113,299	107,936	-5,363

- 7.1 An unfavourable variance of \$5.36m is forecast in this area. There are number of significant items that drive this variance.
- 7.2 The reduced finance expense is the result of a lower debt figure as reported earlier. In total, interest savings of \$1.1m are expected because of the reduced level of debt; a lower than budget weighted average interest rate that Council pays; and a lower forecast capital spend than budgeted.
- 7.3 Depreciation is slightly ahead of budget as a result of the revaluation impact offset by the capital programme not being delivered as expected.
- 7.4 Environment and Planning is forecasting to be under budget because of the change in the treatment of the rural fire levy. This has resulted in savings of \$350,000. This surplus will help to mitigate any future cost associated with the change in how this service is funded.
- 7.5 A leaky home payment was also made in March that resulted in an unfavourable variance of \$340,000.
- 7.6 Engineering Services has a YTD overspend because of additional costs associated with solid waste and costs associated with the Waimea Community Dam.
- 7.7 Currently Council have a mix of capital and operational spend that has been incurred in relation to the Waimea Community Dam. Depending on the outcome of negotiations with Waimea Irrigators Limited, a decision will be made on the proportion of cost to be met from this year's budget.
- 7.8 The Ministry for Civil Defence and Emergency Management also declined a \$1.1m claim for the 2010 Aorere Flood events, as it did not relate to Council owned land. This impact had to be reflected in the current year's financial results. The River account did have an opening surplus that could accommodate this, however the decision will have an adverse impact in terms of work the River Activity can do in the future.
- 7.9 Council Enterprises are forecasting an overspend due to the spend required on plant pest control costs in the Kingsland Forest, and an increase in harvesting and maintenance costs at Rabbit Island (offset by increased harvesting income).

- 7.10 The gross cost of the two cyclones to hit the region is expected to be \$5.5m. This has had a major impact on the financial position of Council. The cost has dropped significantly since Council received a report on 5 April. The major reason for this is a reduction in the costs associated with the Roading area. Council will receive funding to offset some of these costs, and this is outlined in the income section. The cost by area for the cyclones are:

Tasman District Council			
Two Cyclones			
Area	Exp	Rev	Net
Rivers	758	-154	604
Governance	60	-60	0
Roading	4,505	-2,944	1,560
Parks	316	0	316
Water	140	0	140
Coastal	70	0	70
Council Insurance	0	-264	-264
Total	5,848	-3,422	2,426

8 Statement of Financial Position

Tasman District Council

Statement of Financial Position

As at March 2018

	YTD Actual Mar 2018 \$000	Revised Budget 2017/18 \$000
CURRENT ASSETS		
Cash and cash equivalents	11,896	6,831
Trade and other receivables	9,614	14,030
Other financial assets	1,529	1,521
Non current assets held for resale	0	770
TOTAL CURRENT ASSETS	23,039	23,152
CURRENT LIABILITIES		
Trade and other payables	9,374	16,143
Employee benefit liabilities	2,315	2,028
Current portion of borrowings	228	3
Current portion of Derivative financial instruments	0	0
TOTAL CURRENT LIABILITIES	11,917	18,174
WORKING CAPITAL	11,122	4,978
NON CURRENT ASSETS		
Investments in associates	123,311	109,933
Other financial assets	11,305	14,328
Intangible assets	656	984
Trade & other receivables	0	0
Forestry assets	35,461	34,298
Investment property	4,700	4,620
Property, plant and equipment	1,379,850	1,413,324
TOTAL NON CURRENT ASSETS	1,555,283	1,577,487
NON CURRENT LIABILITIES		
Term borrowings	142,501	185,492
Derivative Financial Instruments	12,132	20,071
Employee benefit liabilities	470	592
Provisions	1,783	3,093
TOTAL NON CURRENT LIABILITIES	156,886	209,248
TOTAL NET ASSETS	1,409,519	1,373,217
EQUITY		
Accumulated equity	600,366	580,464
Reserve funds	18,132	17,447
Revaluation reserves	791,021	775,306
TOTAL EQUITY	1,409,519	1,373,217

- 8.1 Overall, the financial position of Council remains extremely strong and ahead of year-end budget expectations.
- 8.2 The investment in associates is higher than budget because Port Nelson had strong financial results in 2016/17 and these have now flowed into our consolidated balance sheet.
- 8.3 Cash and cash equivalents are high due to the prefunding of \$10m of debt due for repayment in September 2018. These funds are being invested in the short term.

9 Total Net Debt

	\$000
Opening Net Debt July 2017	128,267
Net Debt March 2017	129,308
Net Debt Reforecast June 2018	150,100
Net Debt June 2018 per 2017/18 Annual Plan	158,674
Net Debt June 18 per LTP 2015	173,267

- 9.1 Total net debt is forecast to be \$145.1m as at 30 June 2018 compared to a budget of \$158.7m.
- 9.2 Net debt is gross debt less cash on hand and other liquid financial assets.

10 Capital Expenditure Analysis

	YTD Actual Mar 2018 \$000	Annual Forecast 2017/18 \$000	Budget 2017/18 \$000	Var Bud/F'cst \$000
Environment & Planning	144	417	555	138
Engineering	22,527	38,620	55,141	16,522
Community Development	1,429	2,736	5,908	3,172
Council Enterprises	1,505	1,882	3,859	1,977
Governance	35	37	2	-35
Departmental Overheads	867	1,350	1,808	458
Total Capital Expenditure	26,507	45,041	67,273	22,232

- 10.1 Capital expenditure is \$26.5m at the end of the March quarter.
- 10.2 Overall, the capital programme is forecast to be underspent by \$22.23m at year-end.
- 10.3 Engineering Services have already indicated in a report to Council on 10 May that carry overs could be around \$17m to \$18m. Other parts of the business will also require carry overs to complete their capital programmes.
- 10.4 The cyclones have had an impact on the ability of staff to deliver the capital programme.
- 10.5 Engineering Services Capital Expenditure

By Activity	YTD Actual Mar 2018 \$000	Annual Forecast 2017/18 \$000	Revised Budget 2017/18 \$000	Var Bud/F'cst \$000
Coastal Structures	0	24	155	131
Rivers & Flood Protection	1,066	1,587	1,170	-417
Roading - Non Subsidised	3,473	5,909	8,437	2,528
Roading - Subsidised	3,531	4,863	7,633	2,770
Solid Waste	1,105	1,522	1,835	313
Stormwater	4,520	9,117	16,052	6,935
Wastewater & Sewerage Dispr	5,236	9,075	11,678	2,603
Water Supply	3,596	6,557	8,181	1,624
Total Capital Expenditure	22,527	38,654	55,141	16,487

- 10.6 Coastal Structures – the forecast underspend is because work on the proposed Mapua boat ramp will not occur in the current year.
- 10.7 Rivers and Flood Protection – the activity will over spend the capital programme in 2017/18. Some of the expenditure can be attributed to the recent flood events.
- 10.8 The Roding forecast underspend is primarily a result of a delayed start to construction of Bateup Road widening due to a short fall in funding. The project is now in construction.
Land access issues and delays in MBIE approval of the business case for funding means funds for the Great Taste Tasman Trail will require carry forward.
- 10.9 A report was taken to the Engineering Services Committee on 10 May that provided a status update on the capital works programme. The utilities areas are all signalling material underspends on their approved budgets. As such, carry overs will be required. The report on 10 May provided more detail on major projects.

11 Accounts Receivable Report 31 March 2018

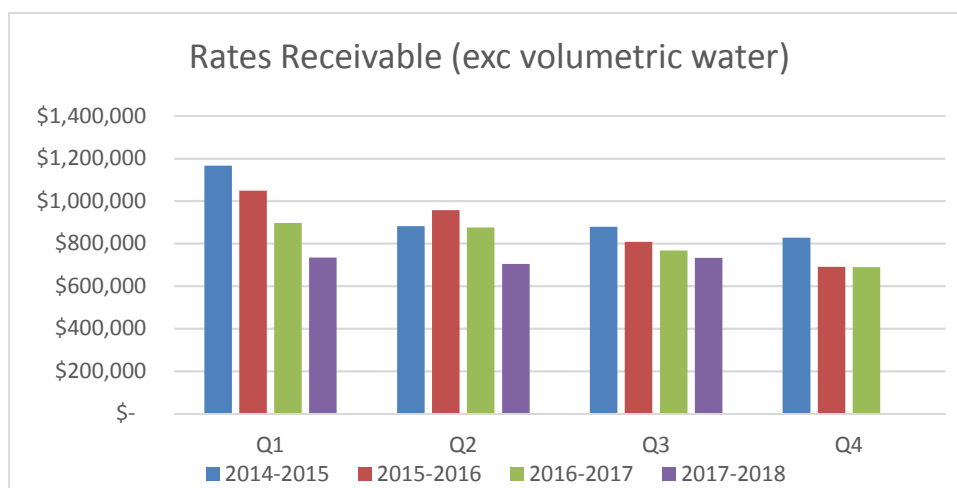
11.1 This section of the report covers:

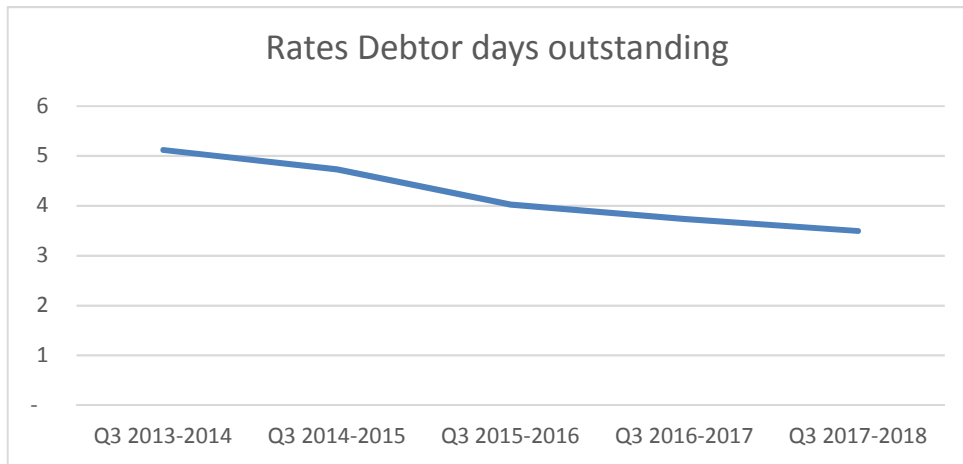
- Rates collections
- Water billing collections
- Trade accounts receivable collections (excluding animal control, infringement income, forestry income, and other sundry type receivables)
- The Rates Rebate Scheme update

Rates Receivable (excluding volumetric water)

11.2 Rates income (excluding volumetric water) was budgeted to be \$76m in 2017-2018.

11.3 Outstanding rates continue to trend down, despite district growth and increases in rates.

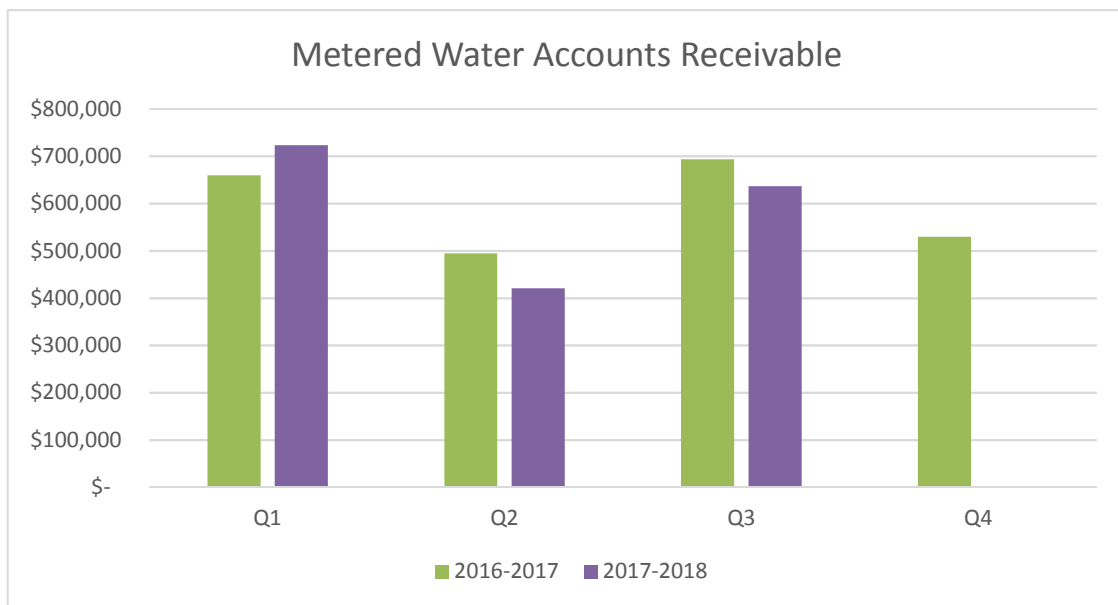




- Rates debtor days show the average number of days that revenue is outstanding and continue to trend down. These would be zero if all instalments were paid by the due date.
- By 31 March 2018, about 90% of the rates owing at 1 July 2017 had been cleared, with a significant component of the remaining balance relating to abandoned land.

Metered Water Billing

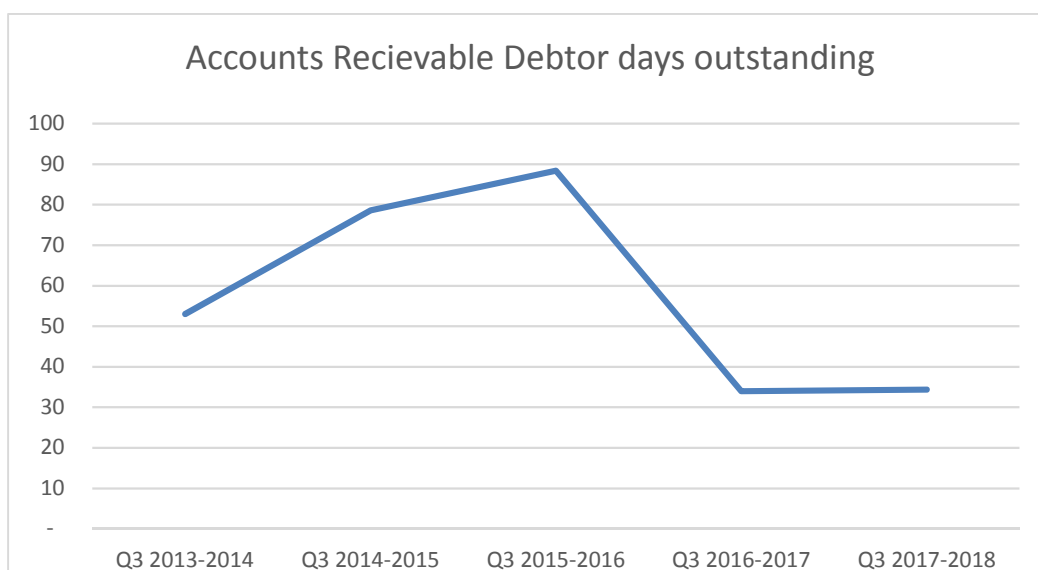
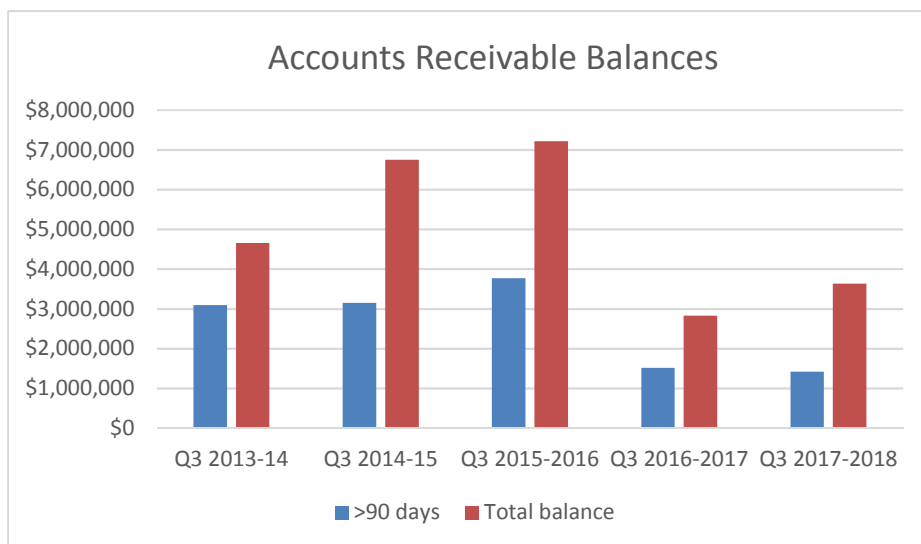
11.4 Metered water income was budgeted to be \$5.8m in 2017-2018.



- Water balances are down slightly on the prior year at Q3.
- Over 99% of metered water owing at 1 July 2017 has been paid.

Accounts Receivable

11.5 Council invoiced \$32m in the prior year.



- Debtors aged >90 days have declined again (\$93k) since the prior year. The total outstanding has increased \$0.8m due to a few large invoices for development contributions that remain outstanding in the current year.
- Debtor days have levelled off against last year, and as expected are at about 35 debtor days outstanding.

Department of Internal Affairs Rates Rebates Scheme

11.6 The rates rebate scheme, run by the Department of Internal Affairs (DIA), and administered by local councils, provides a subsidy to low income homeowners for their rates.

11.7 Rates rebate claims are up slightly against the prior year at 31 March, which could be due to the timing of claims:

11	12 2016/17	13 2017/18
14 Number of claims	15 1235	16 1251
17 Dollar value of claims	18 \$711k	19 \$727k

12 Attachments

Nil

8.11 MACHINERY RESOLUTIONS REPORT

Decision Required

Report To:	Full Council
Meeting Date:	24 May 2018
Report Author:	Rhian Williams, Administration Assistant - Governance
Report Number:	RCN18-05-11

EXECUTIVE SUMMARY

The execution of the following documents under Council Seal require confirmation by Council.

RECOMMENDATION/S

That the report be received and that the execution of the documents under the Seal of Council be confirmed.

DRAFT RESOLUTION

That the Tasman District Council

- receives the Machinery Resolutions report RCN18-05-11 and that the execution of the following documents under the Seal of Council be confirmed:**

Deed of Covenant and Encumbrance Instrument – Fairhill Trust – Property project 624- Covenant and Encumbrance permitting private bore to occupy legal road (Unnamed road historically known as Fry Road, Motueka)

Easement - DM Tucker - RM170522 – To serve pedestrian and cycleway access.

Variation to existing deed- Arizona land Ltd to allow development of their site to allow council to lay a 375mm water main for further growth

Easement in Gross – Wahanga – RM160842 – For Sewerage and Water

Dead Of Lease – NZ Motor Caravan Association – Lease to NZCA of land at old wharf road, Motueka to establish a short term motor caravan Park for its members.

Dead of Covenant and Encumbrance – Mark Newcombe, Adele Newcombe and Whitby House Trustee – RM170665 - Covenant and Encumbrance to permit private bore on unformed legal road (Newport road Tapawera) Encumbrance to be registered on Newcombes adjoining title

9 CONFIDENTIAL SESSION

9.1 Procedural motion to exclude the public

The following motion is submitted for consideration:

THAT the public be excluded from the following part(s) 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 follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

9.2 Remuneration of Independent Members Appointed to Council Committees and Business Units

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p>	<p>s48(1)(a)</p> <p>The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.</p>

MINUTES
of the
FULL COUNCIL MEETING
held
9.30 am, Thursday, 5 April 2018
at
Tasman Council Chamber, 189 Queen Street, Richmond

Present: Mayor R Kempthorne, Councillors T King, S Bryant, P Canton, M Greening, K Maling, D Wensley, D McNamara, A Turley, S Brown, D Ogilvie, T Tuffnell, P Hawkes, P Sangster

In Attendance: Chief Executive (L McKenzie), Executive Assistant/Advisor (H Simpson / K Redgrove)

Part Attendance: Engineering Services Manager (R Kirby), Community Development Manager (S Edwards), Corporate Services Manager (M Drummond), Regulatory Services Manager (A Humphries), Utilities Manager (M Schruer), Reserve and Facilities Manager (B Wilkes), Mark Rawson - Chief Executive, Nelson Regional Development Agency, Environment & Planning Manager (D Bush-King), Strategic Policy Manager (S Flood), Finance Manager (R Holden), Senior Management Accountant (M McGlinchey), Senior Policy Advisors (A Bywater/B Wayman), Environmental Policy Manager (B Johnson), Growth Coordinator (M Croxford), Electoral Officer (S Hartley), John Palmer (Strategic Advisor, Waimea Irrigators Limited, 'WIL')

1 OPENING, WELCOME

2 APOLOGIES AND LEAVE OF ABSENCE

Nil.

3 PUBLIC FORUM

Maxwell Clark spoke about the Queen Street upgrade work and traffic congestion around Talbot Street. He also talked about interest rate charges, about the Waimea Community Dam project and in particular the acquisition of Department of Conservation land in the Lee Valley.

Murray Dawson spoke about the information on the proposed Waimea Community Dam. He said there was no water shortage. He criticised the letter responding to Long Term Plan 2018-2028 submissions. Mr Dawson also questioned the minimum flow figure listed as 1100l/sec and said that he could not find reference to this in the Tasman Regional Management Plan.

Noel Baigent said that he wished to correct what he believed was an incorrect statement in the Chief Executive's Activity report and called for this to be withdrawn. He said that the Certificate of Public Use for the Golden Bay Shared Recreation Facility (GBSRF) had been approved without regard to parking. Mr Baigent also talked about the lease agreed with the A&P Association.

Lew Solomon spoke to Councillors about the proposed Waimea Community Dam and possible cost overruns of the project. Mr Solomon summarised an email that he had previously sent to Councillors.

Ray Hellyer spoke about maintenance of the grass at the intersection of Edwards Road and the Moutere Highway. Mr Hellyer said that he had been requesting the grass in this area be mowed for some time and asked Council to ensure this was actioned.

Kevin Moran presented a petition and spoke on behalf of the 'Save Our Springs' campaign. Mr Moran said the campaign was asking that Council do not grant any new water consents in the recharge area of the upper marble aquifer. Members of the campaign then presented Councillors with a petition comprising 13,014 signatures.

Mayor Kempthorne received the petition on behalf of Council. He thanked the campaign for their time and commended their passion. Mayor Kempthorne said that it would be illegal for Council not to receive requests to grant water rights. He said that Council could not take any action that would pre determine a decision as this would expose them to a judicial review. Mayor Kempthorne said that there was a water conservation order application and a subsequent Council Plan Change in progress and that the desired outcome was likely to be achieved, but by a different means.

The meeting broke for morning tea at 10.08am and was reconvened at 10.25am.

4 DECLARATIONS OF INTEREST

Nil.

5 LATE ITEMS

Nil.

6 CONFIRMATION OF MINUTES

Councillors agreed minor amendments to the minutes of 22 February 2018, which were for the purpose of clarification.

Moved Cr Sangster/Cr King

CN18-04-1

That the minutes of the Full Council meeting held on Thursday, 22 February 2018, as amended, be confirmed as a true and correct record of the meeting.

CARRIED

Moved Cr Brown/Cr Tuffnell
CN18-04-2

That the minutes of the Extraordinary Full Council meeting held on Friday, 16 March (and reconvened on Thursday 22 March) 2018, be confirmed as a true and correct record of the meeting.

CARRIED

7 PRESENTATIONS

Nil.

CONFIDENTIAL SESSION - Procedural motion to exclude the public

Moved Cr Maling/Cr Turley
CN18-04-3

That the public be excluded from the following part(s) 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 follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

9.2 Appointment of Chief Executive Officer to Tasman District Council

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of a deceased person.	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

CARRIED

Having agreed to re-state the resolution on the appointment of a Chief Executive Officer to Tasman District Council in the open meeting, the resolution was again put.

Moved Cr Wensley/Cr McNamara
CN18-04-6

That the Full Council

1. receives the Appointment of Chief Executive Officer to Tasman District Council report RCN18-04-01; and
2. appoints Janine Dowding as the Chief Executive Officer to Tasman District Council from Monday 28 May 2018, for a term of five years; and
3. notes that the terms and conditions of this appointment have been negotiated with the candidate by the CEO Review Committee and Executive Recruitment Agency Sheffield, as per the delegation agreed by Council at its reconvened meeting on 22 March 2018 and signed by the candidate and Mayor Richard Kempthorne; and
4. agrees that this decision be publicly notified.

CARRIED

8 REPORTS

8.1 Recovery from Ex-Cyclones Fehi and Gita

The Engineering Services Manager/Recovery Manager, Richard Kirby, the Regulatory Services Manager/Recovery Manager, Adrian Humphries and the Community Development Manager were present to speak to this report and answer questions.

A number of minor amendments to the report to correct grammatical errors were noted. The balance of the report was taken as read.

Mayor Kempthorne commended Council staff and thanked Mr Kirby and Mr Humphries in particular for their extensive efforts on response and recovery work following Cyclones Fehi and Gita. He also commended Local Controller for Golden Bay, Sara Chapman.

Councillors commented on the necessity of declaring a state of emergency. Mr Kirby said that in situations such as the one on 20 February 2018, Civil Defence staff often had to make a decision quickly and with limited information. He said that staff had to use the information immediately available and act in the best interests of the community at risk to ensure the safety of all those concerned.

Councillors asked whether it was prudent to use current operating budgets to cover Civil Defence recovery costs and whether funds could be taken from elsewhere. The Chief Executive said that the decision had been taken to avoid running an operating surplus when there were funds available in an existing operational account. He said that Councillors would get the opportunity to make a final decision on funding at a future meeting, and that the action being proposed in this report was as an interim measure. Mr Kirby added that staff did not intend for this to affect the overall operational levels of service.

Councillors asked for their thanks to be noted for staff and to the Mayor for the work he undertook in securing disaster relief funding from central government.

Forestry was discussed, as was the issue of Separation Point granite in the 20 February 2018 event. Mr Humphries responded to a question from Councillors and advised that, following a debrief by Civil Defence Emergency Management of the events of 1 February and 20 February 2018, a report would be brought back to Council.

Mayor Kempthorne acknowledged Mark Rawson, Chief Executive of Nelson Regional Development Agency for his efforts and advice in securing an economic support package for effected businesses in Golden Bay.

**Moved Bryant/Cr Hawkes
CN18-04-7**

That the Full Council

- 1. receives the Recovery from Ex-Cyclones Fehi and Gita report RCN18-04-02; and**
- 2. notes that in the interim costs would be charged against operating budgets; and**
- 3. notes that in most cases this will result in an over expenditure of the operating budgets; and**
- 4. notes that the overall deficit in the respective activity will be brought back to Council for a final decision on funding; and**
- 5. notes that additional funding may involve utilising the General Disaster reserve, Rivers Emergency and Parks and Reserves Emergency funds.**

CARRIED

8.2 Contract 1065 - Three-Waters Operations and Maintenance Contract

Engineering Services Manager and Utilities Manager spoke to this report.

The increase on the previous contract price was discussed. Councillors asked what the impact on rates would be in the first year, noting that the increase would be spread across the ten year plan. The Engineering Services Manager said that he did not currently have this information, but that this would be brought back to Council as part of the Long Term Plan 2018-2028.

**Moved Bryant/Cr Hawkes
CN18-04-8**

That the Full Council

- 1. receives the Contract 1065 - Three-Waters Operations and Maintenance Contract report RCN18-04-03; and**
- 2. approves the award of Contract 1065 for the Three-Waters Operations & Maintenance to Downer New Zealand Ltd for the sum of \$22,871,110 (excluding GST); and**
- 3. notes that the budgetary implications will need to be incorporated into the Long Term Plan 2018-2028.**

CARRIED

8.3 Referral of Saxton Field Committee minutes and recommendations

The Community Development Manager and Reserves and Facilities Manager were present to speak to this report and answer questions and a copy of attachment 2, the Saxton Field capital works programme 2018-2028 was tabled, noting that the attachment was difficult to read in electronic form.

Councillors discussed the work programme for construction of the Champion Link Road and were advised by the Community Development Manager that this work would be split into two stages across two financial years to align with budgets.

Cr King left the meeting at 12.04pm.

Allocation of funding to resurface the hockey turf was discussed and Councillors asked whether the second returfing could be deferred to enable work on regional playgrounds to be carried out earlier. It was confirmed that work on the playground had been deferred in order to complete other necessary work sooner and keep in line with budgets. Staff undertook to look at the overall work plan to see whether work on the playground could be brought forward.

Car parking at the facility was discussed and Councillors were advised that the car parking was also intended to service the newly developed Champion Greenfields.

**Moved Cr Tuffnell/Cr Maling
CN18-04-9**

That the Full Council

1. **receives the Referral of the Saxton Field Committee Minutes and Recommendations Report RCN18-04-04 and**
2. **notes the recommendations to the Tasman District Council contained in the minutes of the Saxton Field Committee meeting on 14 February (Attachment 1 to this report); and**
3. **accepts the Saxton Field Capital Works Programme 2018-2028 contained in Attachment 2 for consideration in the final budgets for the Tasman District Council's Long Term Plan process; and**
4. **approves the carry forward of the funding in the 2017/2018 budget for stage 1 of the construction of the Champion Link Road into the 2018/2019 financial year.**

CARRIED

8.4 Provincial Growth Fund

The Chief Executive spoke to this report. Mayor Kempthorne invited Mark Rawson to speak to this item and answer questions.

Councillors discussed whether this matter should be deferred to a workshop for more in depth discussion of the objectives, before it could be considered and a decision could be made at a Full Council meeting.

Mr Rawson explained the objectives of the regional strategy and the key economic drivers.

Councillors discussed access to the Provincial Growth Fund, which they noted might be more readily available to local authorities who worked collectively with their neighbouring Councils. The difficulty of aligning priorities across numerous territories to achieve maximum benefit to all communities was discussed.

Councillors discussed which industries in the region might benefit most from further investment and how they could work with neighbouring Councils to strategically develop these areas. The idea of a tourism loop for the Top of the South was discussed, which it was noted could encompass multiple benefits for Tasman, Nelson and Marlborough communities.

It was felt that the Southern Link extension to the Three Brothers Corner could get regional support. Some suggested that the Tourism Infrastructure Fund (TIF) may be a better source of funds for Marahau. Investment in Golden Bay to make it more accessible and resilient, which was favoured.

**Moved Cr Wensley/Cr Greening
CN18-04-10**

That the Full Council

- 1. receives the Provincial Growth Fund report RCN18-04-05; and**
- 2. notes discussions from the 5 April 2018 Full Council meeting to work with the Nelson Regional Development Agency to further develop a Regional Development Strategy.**

CARRIED

The meeting broke for lunch at 12.50pm and reconvened at 1.25 pm.

Mayor Kempthorne as Chairperson, reordered the reports to be considered.

8.13 Waimea Community Dam Project Report

The Chief Executive spoke to his report and acknowledged John Palmer's presence at the meeting.

**Moved Cr Sangster/Cr Maling
CN18-04-11**

That the public be excluded (aside from John Palmer, Strategic Advisor to Waimea Irrigators Limited 'WIL') from the following part(s) 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 follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

The text of these resolutions is made available to the public who are present at the meeting and form part of the minutes of the meeting.

CARRIED

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(b)(ii) – Protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason

	who supplied or who is the subject of the information.	for withholding exists under section 7.
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The meeting resumed in open session at 2 pm.

Moved Cr Tuffnell/Cr Maling

CN18-04-13

That the Full Council receives the Waimea Community Dam Project Report RCN18-02-14.

CARRIED

8.12 Waimea Community Dam - CCO Formation

The Corporate Services Manager spoke to the report and explained the technical formation of a Council Controlled Organisation (CCO). He advised this is one of the workstreams that is required in order to achieve financial close.

It was queried whether Council had already provided a mandate for setting up a shell company. The Corporate Services Manager confirmed that Council approval had not been given, but that the approach would be to form a shell company. He said that he required guidance or the ability of Directors to act in the shareholders' interests to form a shell company.

Whether or not the shared would be a strategic asset was discussed. It was agreed this was a choice Council would make at a later time.

It was confirmed that Councillors were not to be appointed as Directors of the proposed CCO.

In response to a query on timing and whether it was premature to proceed with what was recommended, the Corporate Services Manager explained that he was focussed on bringing all workstreams together, including the CCO formation, so that they align at the time a decision is made to either proceed or not proceed with the proposed Waimea Dam project. He confirmed costs relating to this particular workstream were relatively small.

Moved Cr King/Cr Brown

CN18-04-14

That the Full Council

- 1. receives the Waimea Community Dam - CCO Formation report RCN18-04-13; and**
- 2. approves the preliminary work streams to form Waimea Water Ltd, including the Company legal formation, developing the Company constitution and initiating the recruitment process for directors.**
- 3. instructs staff in negotiations to pursue a constitutional provision that permits directors of the CCO to act in the interests of the shareholder (Council) as is provided for in the Companies Act 1993 (s131(4)).**
- 4. notes that formal establishment (capitalisation of the Company) will not occur until financial close.**

Crs McNamara and Turley wished to have their vote against the motion recorded.

Cr Wensley abstained from voting.

CARRIED

8.5 Representation Review Update

Moved Cr Ogilvie/Cr King

CN18-04-45

That the Full Council

- 1. receives the Representation Review & Electoral System Update report RCN18-04-06;**
- 2. instructs staff to bring back to the 24 May 2018 Council meeting an initial representation review proposal for consideration and possible adoption for consultation, based on retaining the current representation arrangements, comprising 13 councillors plus the Mayor, the five wards, current boundaries and names, and the retention of the community boards for Golden Bay and Motueka Wards.**

CARRIED

8.6 Motueka Hall Charges

Moved Cr Hawkes/Cr Canton

CN18-04-56

That the Full Council

- 1. receives the Referral report of the Motueka Community Board regarding the increase in hire charges for the use of the Motueka Memorial Hall; and**
- 2. approves the increase in hire charges for the use of the Motueka Memorial Hall as outlined in report RMCB18-02-06, to be effective from 1 July 2018.**

CARRIED

8.11 Local Government Funding Agency Draft Statement of Intent and Half Year Report to 31 December 2017

Moved Bryant/Cr Maling

CN18-04-67

That the Full Council

- 1. receives the Local Government Funding Agency Draft Statement of Intent and Half Year Report to 31 December 2017 report RCN18-04-12; and**
- 2. receives the Local Government Funding Agency Draft Statement of Intent (Attachment 1); and**
- 3. acknowledges that the Local Government Funding Agency Shareholder Council will provide feedback on the Statement of Intent on behalf of shareholding councils; and**

4. notes the Local Government Funding Agency Half Year results.

CARRIED

8.7 December 2017 Quarterly Financial Update

The Finance Manager highlighted a number of salient points in the report and responded to questions of clarification from Councillors. The subject of decreasing debtor numbers was discussed and it was noted that this appeared to be a national trend.

**Moved Cr Maling/Cr Hawkes
CN18-04-18**

- 1. That the Full Council receives the December 2017 Quarterly Financial Update report RCN-18-04-08 and notes the End of Year Forecasts Report (RCN17-12-04).**

CARRIED

8.8 Treasury Report

The Finance Manager provided a summary of the report and invited questions from Councillors. He described a strategy that was used to secure an extension to lending facilities to avoid issues of non-compliance with the Treasury and Financing Policy.

**Moved Cr Sangster/Cr McNamara
CN18-04-19**

That the Full Council receives the Treasury Report RCN18-04-09

CARRIED

The meeting adjourned for afternoon tea at 3.16 pm and reconvened at 3.30 pm with Deputy Mayor King speaking as Chairperson in the absence of Mayor Kempthorne.

**MOVED Cr Maling/Cr Brown
CN18-04-20**

That Council continues with the meeting beyond the prescribed maximum duration of six hours, in accordance with Standing Order 4.2.

CARRIED

Mayor Kempthorne rejoined the meeting at 3.33 pm and resumed his position of Chairperson.

8.9 Six Monthly Review of Levels of Service Performance

The Senior Policy Manager acknowledged a performance review of this type had not taken place for a number of years. In response to a proposal for surveys to be conducted in individual wards to feed into and enhance overall results, the Strategic Policy Manager commented that to do so would be expensive. The Community Development Manager explained that the existing surveys

were broken down into wards and so provided comparables.

The positive value of overall District feedback was acknowledged by Councillors.

Moved Cr Tuffnell/Cr Hawkes

CN18-04-21

That the Full Council

- 1. receives the Six Monthly Review of Levels of Service Performance report RCN18-04-10; and**
- 2. notes that of the targets measured in the first six months 75% are considered to be on target, while 25% are considered not to be on target to achieve the intended level by year end.**

CARRIED

8.10 Nelson Tasman Quarterly Monitoring Report Under National Policy Statement on Urban Development Capacity

The Growth Coordinator, Environment and Planning, spoke to the report. In response to a question on the apparent oversupply of housing, he clarified this related to supply across the District and explained how these figures were determined. He mentioned that Nelson was tracking below the average figures of supply and consequently the pressure transferred across the border.

The issue of affordability was raised and the application of additional charges in comparison to those raised by Nelson City Council. The Environment and Planning Manager explained that the Council's Development Contributions policy differed to Nelson City Council's policy.

Moved Cr Canton/Cr Tuffnell

CN18-04-22

That the Full Council

- 1. receives the Nelson Tasman Quarterly Monitoring Report Under National Policy Statement on Urban Development Capacity report RCN18-04-11.**

CARRIED

8.14 Chief Executive's Activity Report

The Chief Executive confirmed he would respond to Mr Baigent's presentation in Public Forum today and commented that he disagreed with Mr Baigent's position on the application of the Reserves and Other Lands Disposal Act 1959, as it does not provide future rights for the A&P Association in relation to the GBSRF.

Cr Turley left the meeting at 3.46 pm.

A discussion followed regarding the legal advice on proprietary rights of use under the 1959 Act which the Environment and Planning Manager confirmed had been shared with the A&P

Association and the GBSRF committee members.

In response to a question about commercial assets near the coast and whether it was possible to release those to re-balance the risks taken on with the proposed Waimea Community Dam, the Chief Executive reminded Councillors there had been a conversation on asset sales. He said that he couldn't see the logic in selling part of an asset that was at risk, because the purchasers would see that risk also. He commented that Council is best placed to lead the reinvestment in those assets if they were damaged. He referred to the role of the Local Government Risk Agency and the overall need to assess risk exposure for all infrastructure assets.

The meeting discussed the shift in focus to the Provincial Growth Fund instead of the second round of the Tourism Infrastructure Fund (TIF). The Chief Executive said Council is not resourced to deal with both applications and so the Fund that is better aligned with Council's needs has been identified, although he accepted that the focus may need to re-shift in line with investments in joint projects with Nelson City Council.

The Community Services Manager commented that the Civil Defence recovery work from the recent weather events has led to the Ministry of Business, Innovation and Employment (MBIE) tolerating a shift in scheduling Council projects that have received approval for the TIF. Despite that, she anticipated most work will be scheduled and completed by the beginning of the next Summer season, noting that some projects are subject to the consenting process.

Cr Sangster left the meeting at 4.03 pm.

The discussion turned to activities that were jointly funded with Nelson City Council. The Chief Executive confirmed the Mayor and Nelson City Council's Mayor have approached the Local Government Commission (LGC) for support. The LGC has confirmed they will provide a resource to assist the two Councils, with a view to workshopping issues, review past practices and devise a suitable funding model, operational and governance arrangements that are more effective than the current ones. The Chief Executive tabled a consolidated list of figures for joint facilities and projects which demonstrated the two Councils had joint interests embedded within their respective organisations.

**Moved Cr Brown/Bryant
CN18-04-23**

That the Full Council

- 1. receives the Chief Executive's Activity Report RCN18-02-13; and**
- 2. notes the Council Action Sheet.**

CARRIED

8.15 Mayor's Activity Report to Full Council

The Mayor noted the sentiment that the recent visit from the Kiyosato Mayoral group had been of great benefit, particularly to the Motueka community. He outlined his plans for a reciprocal visit to Japan, at their invitation, but at this stage he could only provide an estimate of the cost and could not confirm the likely duration of his visit.

The meeting was invited to give a show of hands to indicate their appetite to further discuss the

topic of reviewing a Chairperson's casting vote, as currently provided for in Standing Orders. The majority were not in favour of having this discussion.

**Moved Cr Canton/Cr Hawkes
CN18-04-74**

That the Tasman District Council

- 1) receives the Mayor's Activity Report to Full Council RCN18-04-16; and**
- 2) supports the request for Mayor Kempthorne to travel to Kiyosato, Japan to attend the 120th anniversary celebration of Kiyosato township and the 30th anniversary celebration and renewal of the Friendly Towns Agreement between Motueka and Kiyosato; and**
- 3) approves the appointment of Inspector John Mattison as an adviser to the Tasman Regional Transport Committee.**

CARRIED

8.16 Machinery Resolutions Report

**Moved Cr Hawkes/Cr Tuffnell
CN18-04-25**

That the Tasman District Council

- 1. Receives the Machinery Resolutions report RCN18-04-17 and that the execution of the following documents under the Seal of Council be confirmed:**
 - Dead of Lease – Lease renewal – Waimea Berm Land for grazing (Eden's Road Fruit Limited) Property file 53320**
 - Plan Change Approval Certificate under RMA1991- Approval and Commencement of Change 63 (Waimea Water Transition Management) and Change 65 (Wakefield Strategic Review) to the Tasman Resource Management plan to be included in the next update planned for April 7 2018.**

CARRIED

9 CONFIDENTIAL SESSION

9.1 Procedural motion to exclude the public

**Moved Cr Hawkes/Cr King
CN18-04-26**

That the public be excluded from the following part(s) 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 follows.

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public, as follows:

9.3 Richmond Aquatic Centre Lane Pool Retiling

Reason for passing this resolution in relation to each matter	Particular interest(s) protected (where applicable)	Ground(s) under section 48(1) for the passing of this resolution
The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.	s7(2)(i) - The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

CARRIED

The resumed in open meeting and concluded at 4.39 pm.

Date Confirmed:

Chair:

MINUTES

of the

FULL COUNCIL MEETING

held

9.30am, Friday, 4 May 2018,

9.30 am, Monday 7 May and

1.00 pm Thursday 10 May

at

Tasman Council Chamber, 189 Queen Street, Richmond

Present: Mayor R Kempthorne, Councillors T King, S Brown, S Bryant, P Canton, M Greening, P Hawkes, K Maling, D McNamara, D Ogilvie, P Sangster, T Tuffnell, A Turley and D Wensley

In Attendance: Chief Executive (L McKenzie), Strategic Policy Manager (S Flood), Engineering Services Manager (R Kirby), Environment & Planning Manager (D Bush-King), Community Development Manager (S Edwards), Activity Planning Manager (D L Fletcher), Management Accountant (M McGlinchey), Senior Policy Adviser (A Bywater), Executive Assistant (R L Scherer)

Part Attendance: Senior Activity Planning Adviser (J Neame), Revenue Accountant (K Kivimaa Schouten), Activity Planning Adviser (W Woortman), Senior Policy Adviser (B Wayman), Activity Planning Adviser (H Lane), Activity Planning Adviser (D Bryant), Utilities Manager (M Schruer), Community Relations Manager (C Choat), Environmental Policy Manager (B Johnson), Communications Officer (B Cately) and Property Services Manager (M Johanssen)

1 OPENING, WELCOME

Mayor Kempthorne outlined the process and set the scene for the meeting. He urged the Councillors to concentrate on making collective decisions that will benefit the District.

Ms Flood noted that the meeting provides a forum for staff to receive instructions from the Council on directions for the Long Term Plan. She noted that there is an opportunity to further discuss any issues at the Council workshop on 14 May before the final Long Term Plan 2018-2028 is presented to the Council on 28 June 2018 for adoption.

The Council agreed that the consequences of any resolutions passed at today's meeting may be revisited prior to the Council providing staff final instructions on the Long Term Plan at the 24 May 2018 Council meeting.

2 APOLOGIES AND LEAVE OF ABSENCE

**Moved Cr Tuffnell/Cr Turley
CN18-05-1**

**That apologies from Cr Hawkes be accepted.
CARRIED**

3 PUBLIC FORUM

**Moved Cr Canton/Cr Sangster
CN18-05-2**

- (a) that the public be excluded from speaking at this meeting as it would be inappropriate to allow submitters a further chance outside the formal submission process to influence Council's decision making at this late stage; and**
- (b) it would also be inappropriate to allow those that did not make a submission the chance to influence Council's decision.**

CARRIED

4 DECLARATIONS OF INTEREST

Nil

5 LATE ITEMS

Nil

6 CONFIRMATION OF LONG TERM PLAN HEARING MINUTES

**Moved Cr Tuffnell/Cr Wensley
CN18-05-3**

That the minutes of the Full Council meeting held on Wednesday, 18 April 2018, Monday, 23 April 2018 and Tuesday 24 April 2018 be confirmed as a true and correct record of the meeting.

CARRIED

7 PRESENTATIONS

Nil

8 REPORTS

8.1 Long Term Plan 2018-2028 Deliberations Report

**Moved Cr Brown/Cr Maling
CN18-05-4**

That the Full Council:

- 1. receives the Long Term Plan 2018-2028 Deliberations Report; and**

2. directs staff to bring forward draft recommendations on the matters as recorded in the minutes of this meeting to the 24 May 2018 Council meeting; and
3. directs staff to report back on the financial implications of those changes at the 24 May 2018 Council meeting.

CARRIED

Introduction

Strategic Policy Manager, Sharon Food introduced the day's programme. She noted the contribution from staff who helped to prepare this report recommending the proposed changes to the Long Term Plan 2018-2028.

Revised budget lines

The Council discussed the revised **favourable** budget items that staff propose be included in the LTP 2018-2028.

**Moved Cr Bryant/Cr Sangster
CN18-05-5**

That the Full Council accepts the favourable budget revisions to be included in the LTP 2018-2028 for the following items:

1. revenue from Nelson City Council pan charges, \$20,000; and
2. revenue from solid waste – joint landfill, \$37,000; and
3. savings from commercial restructure, \$47,000; and
4. use of the existing water reserves, \$490,000

CARRIED

The Councillors discussed the revised **unfavourable** budget items that staff proposed to include in the LTP 2018-2028.

It was noted that the proposed grant for the Motueka litter cart would be funded from the Motueka Community Board targeted rate.

**Moved Cr Sangster/Cr King
CN18-05-6**

That the Full Council approves the unfavourable budget changes to be included in the LTP 2018-2028 for the following items:

1. increase in three-waters operational contract of \$596,000; and
2. Freedom Camping Bylaw implementation, \$10,000; and
3. Planview licenses, \$39,000; and
4. Aquatic Centre – pool retiling, \$14,000; and
5. Insurance costs – 12% increase, \$81,000; and
6. Motueka Community Board – grant for litter cart \$5,000.

CARRIED

The meeting adjourned for a fire alarm evacuation at 9.55 am and resumed at 10.05 am.

Years 1 to 10 – Budget changes

The Council discussed the rates percentage increases relating to growth in the District.

In response to a question, Community Development Manager, Susan Edwards clarified the proposed funding for earthquake strengthening. She noted that not all of the Council's buildings had been assessed for earthquake strength and that the extra \$200,000 to be included in the LTP had been approved previously but had been omitted from the draft budgets.

In response to discussion about the inclusion of the proposed Waimea Community Dam, the Chief Executive advised that the dam underpins a significant amount of the LTP and if it is removed, all assumptions about water supply and growth in the District would have to be revisited.

The Councillors agreed that they would discuss the proposed funding for Saxton Field after the Saxton Field Committee meeting today.

**Moved Cr Bryant/Cr Tuffnell
CN18-05-7**

That the Full Council approves the following budget changes to Years 1-10 for inclusion in the LTP 2018-2028:

- 1. include earthquake strengthening funding of \$200,000 in year 10; and**
- 2. Golden Bay RFC account correction. Reduces debt by \$1.56 million across 10 years; and**
- 3. Waimea Community Dam delay transfer of debt of \$14.1 million to 2018/2019; and**
- 4. NRSBU capital works development contribution charges; and**
- 5. other consequential budget changes resulting from these decisions.**

CARRIED

Rates and Debt

The Council discussed the proposed caps on external net debt and total rates increases. It was noted that the District has an aging population and that storm events attributed to climate change were occurring more often.

Chief Executive, Lindsay McKenzie noted that historically capital works programmes have often been delayed resulting in a margin on costs in any financial year.

**Moved Cr Maling/Cr Bryant
CN18-05-8**

That the Full Council accepts retaining the proposed caps in the LTP 2018-2028 of:

- 1. \$200 million external net debt; and**
- 2. 3% per year total rates income plus allowance for growth.**

CARRIED

Growth & Infrastructure

Senior Activity Planning Adviser, Jenna Neame advised the Council of the proposed changes to the LTP 2018-2028 for the Motueka/Riwaka river flood mitigation project. Ms Neame agreed that

the Council has some historical modelling information regarding the flooding issues in Motueka and Riwaka. She noted that the proposed flood mitigation study will ensure that the current information is accurate, that risk profiles can be improved and that staff can take a robust look at any costs and their impacts. She also advised that the study would be widened to include more properties in the Motueka/Riwaka area. The mitigation study is proposed for Years 1 and 2 of the LTP 2018-2028. As a consequence of the joint Motueka/Riwaka study, staff recommended that the Riwaka Flood Mitigation Works project be removed from the LTP. Councillors did not support the staff recommendation and considered there was an immediate need for the works to be undertaken in Riwaka.

**Moved Cr Maling/Cr Brown
CN18-05-9**

That the Full Council accepts the following budget changes to the LTP 2018-2028:

1. **retain funding of \$660,000 for the Motueka/Riwaka River Flood Mitigation in Years 4 and 5; and**
2. **increase the Motueka/Riwaka River Flood Mitigation budget from \$150,000 to \$350,000 (\$175,000 in Year 1 and \$175,000 in Year 2) to extend the scope of the work from identification of flood consequences in Lower Motueka catchment to include the Riwaka catchment including Brooklyn.**

CARRIED

The meeting adjourned for morning tea at 11.30 am and resumed at 11.48 am.

Development and Financial Contributions Policy

Activity Planning Manager, Dwayne Fletcher advised the Council that any expenditure on infrastructure will be required whether growth is medium or high. He noted that the growth model includes both population growth and growth in the number of houses. The Council confirmed that development in the LTP is based on medium-high growth as set out in the growth model.

Environment and Planning Manager, Dennis Bush-King noted that 407 new homes had been built in Tasman District in past 12 months, whereas the growth model had predicted 350 new homes.

Ms Flood noted that the proposed amendment to Table 7 provides better clarity regarding the GST component for the development contributions charge.

The Council discussed the definition of “small” houses and their impact on development contribution revenue including whether a small house should be limited to two bedrooms. The Councillors agreed that the number of bedrooms was somewhat irrelevant on a small home. It was agreed a small home would be three bedrooms or less.

**Moved Cr Bryant/Mayor Kempthorne
CN18-05-10**

That the Full Council approves the following changes to the Development and Financial Contributions Policy 2018-2028:

1. **amend Table 7 of the Development Contributions Policy to better reflect the total charges and clarify the GST inclusive cost; and**
2. **amend the small house category to include up to three bedrooms and any consequential changes to the Policy as a result; and**

3. include a definition of 'bedroom'; and
4. include text that clarifies that for each activity and catchment, development contributions fund the programme as a whole on an aggregated basis; and
5. include text clarifying that development contribution charges are based on the long term average cost of growth within each catchment for each activity.

CARRIED

Improving Drinking Water Quality

Utilities Manager, Mike Schruer spoke about the Council's current work to comply with the Drinking Water Standards of New Zealand. He noted that the current Government inquiry in to the Hastings water supply contamination would mean there are likely to be more drinking water requirements from the Government.

The Council discussed the requirement to provide water tanks on any new house builds.

Cr McNamara and Cr Wensley proposed a new motion asking for staff to report back on requiring water tanks for new house builds. The motion was lost.

The meeting adjourned for lunch at 12.40 pm and resumed at 1.13 pm.

Revenue and Financing Policy

The Council discussed the contribution from Waimea Irrigators Limited affiliated consent holders for any cost overruns over \$3 million for the proposed Waimea Community Dam. The Chief Executive noted that the Revenue and Financing Policy indicated that affiliated consent holders would contribute to three parts of the Waimea Dam costs; default on the loan underwrite, any increase in cost overruns over the \$3m split and any unfunded sunk costs that the project may incur.

Cr Maling left the meeting at 1.32 pm.

There was some discussion over the wording of the resolution proposed by staff. The Chief Executive Officer proposed that staff present alternative wording for a resolution on the Revenue and Financing Policy at this meeting which will continue on 7 May 2018.

Cr Maling returned to the meeting at 1.38 pm.

In response to a request, the Chief Executive provided an update on land acquisition and land access issues for the proposed Dam.

Improving Drinking Water Quality

The Council discussed drinking water quality and any legislation that may be passed as a result of the Havelock North Inquiry.

**Moved Bryant/Cr Tuffnell
CN18-05-11**

That the Full Council approves the inclusion of the proposals for improving drinking water quality in the Long Term Plan 2018-2028.

CARRIED

Motueka Water Supply

**Moved Cr Maling/Cr Ogilvie
CN18-05-12**

That the Full Council approves the inclusion of funding for the Motueka Water Supply in the Long Term Plan 2018-2028.

CARRIED

Tourism and Economic Development

After discussion, it was agreed that the request for funding for the Borlase Forest track should not be granted.

Nelson Regional Development Agency

The Council discussed the rating impact of the proposed funding for the Nelson Regional Development Agency (NRDA). It was suggested that the Council should be very clear on its requirements of the NRDA so that the Council knows what it receives for its contribution. The Councillors also referred to previous regional development strategies.

The Council debated the current funding and operation model for information centres and whether a sunset clause should be included. It was suggested that the District's libraries could be used to disseminate some of the material currently provided by information centres.

Cr Bryant used his right of reply to talk about the importance of visitor information centres and their value in providing face-to-face interaction for visitors who can gain information about local attractions and then spend their money locally.

**Moved Cr Canton/Cr Ogilvie
CN18-05-13**

That the Full Council approves the following amendments for inclusion in the LTP 2018-2028:

- 1. retain funding \$300,000 per annum for the Nelson Regional Development Agency (NRDA) to be reviewed after three years.**

Cr Ogilvie called for a division.

Brown	For
Bryant	For
Canton	For
Greening	Against
Kempthorne	Against
King	Against
Maling	For
McNamara	For
Ogilvie	For
Sangster	For
Tuffnell	For

Turley Against
Wensley Against

CARRIED

Moved Bryant/Cr Sangster

CN18-05-14

That the Full Council approves the following amendment for inclusion in the LTP 2018-2028:

- 1. retains funding to local information centres as proposed in the Consultation Document to be reviewed after three years.**

CARRIED

Moved Bryant/Cr Brown

CN18-05-15

That the Full Council approves the following amendment for inclusion in the LTP 2018-2028:

- 1. retain funding to the Nelson-Tasman Business Trust as proposed in the Consultation Document to be reviewed after three years.**

CARRIED

The staff proposed the following wording for a motion:

Moved Mayor Kempthorne/Cr Maling

‘That Council approves funding of \$50,000 in Year 1 to the NRDA to ensure that Tasman’s interests are sufficiently considered in the Top of the South Economic Growth Strategy’.

LOST

Transportation

Ms Flood summarised the proposed changes to the transportation programme. Activity Planning Adviser, Drew Bryant explained the reasons for these changes and referred to the recent Government Policy Statement on Land Transport which has impacted on the Council’s regional land transport plans. Mr Bryant spoke about the proposed study to review public transport networks and noted that Nelson City Council has proposed funding this study in their LTP. He also noted that 50% of the study would be funded by NZTA.

Mr Bryant referred to the Transport Agency’s Investment Programme and the Government Policy Statement on Land Transport and noted that the Agency has indicated it will reduce the Council’s current minor improvements programme funding. He advised that NZTA has also signalled that it will reduce the number of transportation studies focusing on congestion in Motueka and Richmond. Mr Bryant emphasised that the Council is in a state of flux while NZTA finalises their funding programme.

Mr Bryant also noted that NZTA propose to stop funding of the current Network Operating Framework study.

Mr Kirby noted that staff will need more time to evaluate transportation options as a result of the recent central government land transport policy changes.

Cr Maling and Cr Tuffnell left the meeting at 3.36 pm.

Mr Fletcher referred to the proposed changes to the NZTA financial assistance rate which could result in extra NZTA subsidised funding for footpaths.

Moved Bryant/Cr Brown
CN18-05-16

That the Full Council approves the following amendment to the Transportation programme in the LTP 2018-2028 to include funding of \$60,000 in Year 2 (2019/2020) to complete a review of our public transport networks.

CARRIED

The meeting adjourned at 3.40 pm.

The meeting reconvened in the Tasman District Council Chamber, 189 Queen Street, Richmond at 9.30 am on Monday 7 May 2018.

Present: Mayor R Kempthorne, Councillors T King, S Brown, S Bryant, P Canton, M Greening, P Hawkes, K Maling, D McNamara, D Ogilvie, P Sangster, T Tuffnell, A Turley and D Wensley

In Attendance: Chief Executive (L McKenzie), Strategic Policy Manager (S Flood), Engineering Services Manager (R Kirby), Environment & Planning Manager (D Bush-King), Community Development Manager (S Edwards), Corporate Services Manager (M Drummond), Activity Planning Manager (D L Fletcher), Management Accountant (M McGlinchey),

Part Attendance: Transportation Manager (J McPherson), Senior Activity Planning Adviser (J Neame), Revenue Accountant (K Kivimaa Schouten), Activity Planning Adviser (W Woortman), Senior Policy Adviser (B Wayman), Senior Policy Adviser (A Bywater), Activity Planning Adviser (H Lane), Activity Planning Adviser (D Bryant), Utilities Manager (M Schruer), Asset Engineer, Waste Management and Minimisation (D Stephenson), Community Relations Manager (C Choat), Environmental Policy Manager (B Johnson), Communications Officer (B Catley), Online Communications Officer (R Liddicoat), Libraries Manager (G Coote), Reserves and Facilities Manager (R Hollier), Environmental Information Manager (R Smith), Policy Adviser (A Gerraty), Growth Coordinator, Environment and Planning (M Croxford), Regulatory Manager (A Humphries), Senior Horticultural Officer (B Wilkes), Executive Assistant (R L Scherer) and Executive Assistant (K Redgrove).

9 OPENING, WELCOME

The Mayor welcomed everyone to the meeting and noted the need to focus the meeting on the LTP deliberations. He advised Councillors that the meeting would conclude or be adjourned, if necessary, at 4.00 pm.

10 APOLOGIES AND LEAVE OF ABSENCE

Moved Cr McNamara/Cr Sangster
CN18-05-17

That apologies for lateness from Cr C M Maling and Cr S Brown be accepted.

CARRIED

Transportation (continued)

Activity Planning Adviser, Drew Bryant outlined the new direction for transportation projects as a result of the recent draft Government Policy on Land Transport and the New Zealand Transport Agency's Investment Assessment Framework and Transport Agency Investment Proposal.

Cr Brown arrived at 9.35 am.

Concern was expressed that the NZTA detailed business case for SH60, in particular High Street, Motueka has now been removed from the NZTA programme.

The Council discussed the proposed safety improvements at the Champion Road/Salisbury Road intersection and the staging of the proposed pedestrian crossing and underpass works. Mr Bryant noted that the developer who is building the supermarket at this intersection has agreed to contribute funding for the safety improvements.

Cr Wensley, seconded by Cr McNamara proposed an alternative resolution to that proposed by staff:

That the Full Council notes that the funding for the roundabout upgrade at the Champion Road/Salisbury Road intersection remains in year 4 of the LTP 2018-2028

Mr Fletcher advised that construction of an underpass would be the gold standard in terms of safety for pedestrians and cyclists at this intersection. He noted that any conflict between vehicles and pedestrians/cyclists would be removed if an underpass was built.

After further discussion, the Council resolved:

Moved Cr Wensley/Cr McNamara
CN18-05-18

That the Full Council:

- 1. brings forward the funding for the roundabout upgrade including the underpass at the Champion Road/Salisbury Road intersection to year 2 (2019/2020) from year 4 in the LTP 2018-2028; and**
- 2. includes \$60,000 funding for the business case in Year 1 of the LTP 2018-2028 (note this funding is subsidised by NZTA).**

CARRIED

Cr Maling arrived at 10.20 am.

Pohara to Takaka Cycleway

The Councillors discussed the timing of the proposed Pohara to Takaka Cycleway in the LTP 2018-2028. It was agreed that the funding for this project should be bought forward.

**Moved Cr Ogilvie/Cr Sangster
CN18-05-19**

That the Full Council approves moving the funding of \$1.135 million for the Pohara-Takaka Cycleway project in the LTP 2018-2028 as follows:

- 1. bring forward design from Year 2 to Year 1; and**
- 2. bring forward construction from Year 3 to Year 2.**

CARRIED

**Moved Cr King/Cr Brown
CN18-05-20**

That the Full Council approves:

- 1. moving the Lower Queen Street and Berryfield Drive intersection upgrade project funding of \$990,000 from Year 8 to Year 6 (2023/2024) of the Long Term Plan 2018-2028; and**
- 2. moving the Borck Creek Shared Pathway Crossing project funding of \$673,700 from Years 8 and 9 to Year 6 (2023/2024).**

CARRIED

Footpaths/Walkways

The Councillors discussed a number of proposed footpath and walkway projects in the District. Mr Bryant and Mr McPherson noted that:

- Staff are working with the Upper Moutere community regarding the proposed walkway/cycleway connection. Once a route is confirmed the project will be prioritised in the new paths matrix.
- The proposed walkway from Tapawera Village to the former forestry camp is included in the new paths matrix but is not a high priority.
- The new footpath on Martins Farm Road in Kaiteriteri is a high priority project on the new paths matrix.

Mr McPherson agreed to provide a copy of the new paths matrix to the Engineering Services Committee meeting in June 2018.

The meeting adjourned for morning tea at 10.37 am and resumed at 10.57 am.

Natural Hazards

In response to a question regarding the Coastal Assets Management Plan, Mr Bryant confirmed that there are a number of budgets available to address climate change. He noted that the proposed \$100,000 funding for the coastal strategy will allow this work to be undertaken in years 1 and 2 of the LTP 2018-2028.

Ms Neame advised the Council that staff intend to take a new look at climate change issues and the coastal strategy will help identify what the Council's focus will need to be in the long term.

Mr Bush-King noted that current climate change projects are focused on adaptation, not mitigation and there is no budget available to shift this current focus.

Stormwater

Ms Flood summarised the submissions received regarding stormwater and noted that there are no changes to the stormwater projects in the LTP 2018-2028.

In response to a question, Senior Activity Planning Adviser Wouter Woortman acknowledged that there are stormwater issues in Motueka. He advised the Council that staff are looking at the upcoming catchment management plan to provide solutions to these issues. Mr Fletcher also noted that without a catchment management plan, the Council is at risk of doing stormwater works which could exacerbate issues downstream.

Refuse and Recycling Routes and Rating Areas

Ms Flood and Asset Engineer, Waste Management and Minimisation, David Stephenson summarised the submissions received and noted the proposed changes to the LTP 2018-2028.

Moved Bryant/Cr Canton CN18-05-21

That the Full Council approves the following amendments to the Refuse/Recycling Routes and Rating Areas for inclusion in the LTP 2018-2028:

- 1. remove the Flaxmore Road, Sunrise Valley Road, Supplejack Valley Road, Weka Road/Wood Loop, Sunset Valley Road and Greenvine Lane collection routes formerly proposed for extension;**
- 2. reduce the rating area as proposed in St Arnaud, with the exception of the two properties on the edge of the rating area; and**
- 3. carry out further investigations into drop-off options for St Arnaud.**

CARRIED

Infrastructure Strategy

Ms Flood summarised the submissions and noted that staff propose no changes to the Infrastructure Strategy.

Wastewater

Ms Flood summarised the submissions and noted that staff propose no changes to the Wastewater programme in the LTP 2018-2028.

Rivers and Coastal

Ms Flood summarised the submissions and noted that staff propose no changes to the Rivers and Coastal programme in the LTP 2018-2028.

In response to a question, Mr Bryant noted that the Broadsea Avenue/Ruby Bay seawall will be included in the coastal hazards strategy.

The Councillors discussed the current river rating regime. Mr McPherson noted that the funding for Z-rated rivers maintenance had been increased in the LTP 2018-2028. He spoke about the options available to landowners who can cost-share 50% with the Council for river works on Z-rated rivers.

It was noted that no provision had been provided in the LTP for a river rating review.

Regional Boat Ramp

Ms Flood summarised the submissions and noted that staff proposed that the Council consider deferring the regional boat ramp project from the LTP 2018-2028.

The Councillors discussed the timing of the proposal to construct a regional boat ramp. As a result, a new resolution was proposed by Councillors Greening and Turley.

That the Full Council provides the capital expenditure of \$1.07 million for the regional boat ramp in the LTP 2018-2028 as follows:

1. Year 4, \$108,000, feasibility study; and
2. Year 5, \$963,000 construction.

The vote was split 6/6. The motion was lost after the Mayor used his casting vote to the status quo. It was agreed that funding and timing of the regional boat ramp project would not change from what was proposed in the draft LTP 2018-2028 and will remain within the ten year plan.

The meeting adjourned for lunch at 12.30 pm and reconvened at 1 pm.

Environmental Management

Ms Flood referred to Project Devine and the request for funding of \$22,500. Environmental Information Manager, Rob Smith explained the other contributions made to the organisation which led to the recommendation.

Mr Smith explained that Project Devine delivers services for the Council that other Regional Councils must deliver.

In response to a question, Mr Smith confirmed that Project Devine have sought funding from the Rata Foundation and they would likely want to refer to a positive decision from Council to gain leverage on funding from other organisations.

The Councillors discussed funding issues and administration costs.

Moved Cr Sangster/Cr Wensley CN18-05-22

That the Full Council increases funding to Project Devine to \$11,250 per year for inclusion in the LTP 2018-2028.

CARRIED

Councillors discussed the importance of funding being allocated to protect and foster the unique biodiversity of the salt marshes.

The Environment and Planning Manager, Dennis Bush-King, explained that approximately \$250,000 has been allocated over the next ten years targeted at protecting and fostering the unique local biodiversity of the Waimea Inlet, including the salt marshes. He noted that there are other items that have been identified as potential costs and these would be reported back to Council's Environment and Planning Committee.

It was noted that if the proposed Waimea Community Dam goes ahead there will be a biodiversity offset including a specific allocation to Rough Island.

Biostrategy

Ms Flood summarised the submissions and noted that staff propose no changes to the LTP 2018-2028. She acknowledged that many of the submitters commented about forestry practices. It was

accepted Council did not have a great level of choice in this matter; there is a legal requirement under the National Environmental Statement on Plantation Forestry (NES – Plantation Forestry) to meet certain standards and additional staff resources have been budgeted to meet this requirement.

Cr Bryant left the meeting at 1.20 pm.

The Councillors discussed the options of finding the right expertise to manage our response to the NES – Plantation Forestry.

**Moved Cr King/Cr Wensley
CN18-05-23**

That the Full Council increases funding for additional resources for maintaining the National Environmental Statement on Plantation Forestry (NES-PF) of \$100,000 per year with the expectation that \$50,000 will be cost-recovered, (net cost \$50,000 per year) in the LTP 2018-2028.

CARRIED

The meeting turned to the subjects of freedom camping and housing supply in the region. It was agreed that both issues sit outside the Long Term Plan but are highly topical for our residents and ratepayers.

Cr Hawkes indicated his wish to have a conversation with staff about the freedom camping situation in Motueka.

Cr Bryant returned to the meeting at 1.30 pm. Cr Hawkes left the meeting at 1.30 pm.

In response to a question regarding noise control, Regulatory Manager, Adrian Humphries confirmed that Council did have noise meters and that nuisance noise was often approached in a more subjective manner, rather than relying upon measuring noise on a meter.

Governance

Ms Flood referred to submissions relating to citizenship ceremonies in Golden Bay and the amalgamation of Nelson City Council and Tasman District Council.

Significance and Engagement Policy

Ms Flood agreed that it would be possible to include a note in the Significance and Engagement Policy regarding the Waimea Community Dam as a Council strategic asset.

Cr Hawkes returned to the meeting at 1.34 pm.

**Moved Cr Wensley/Cr King
CN18-05-24**

In the event that the Waimea Community Dam proceeds, the Council gives consideration to including its shares in the Council Controlled Organisation in the list of Strategic Assets in the Significance and Engagement Policy.

CARRIED

Wording Changes to the Significance and Engagement Policy

The Council discussed the proposed wording changes to the Significance and Engagement Policy.

**Moved Cr King/Mayor Kempthorne
CN18-05-25**

That the Full Council approves the following minor highlighted wording changes to the Significance and Engagement Policy in the LTP 2018-2028:

- 1. Section 1.4: 'The exact form and extent of consultation and engagement will be determined by Council on a case by case basis, taking into account the level of significance of the matter and any statutory requirements'; and**
- 2. Section 2.2: 'Where appropriate, Council will work with Wakatū Incorporation and Ngāti Rārua Ātiawa Iwi Trust (NRAIT) when dealing with matters relating to the land holdings of those agencies and will also work with those agencies when they represent the manawhenua interests of the traditional owners'.**

CARRIED

Cr Tuffnell left the meeting 1.38 pm.

Schedule of Charges

Ms Flood summarised the submissions received. She noted that staff did not recommend any changes and that the Schedule should be adopted as proposed.

Kohatu Motorsport Park

Ms Flood noted that there had been a number of submissions asking that the Council provide funding as well as wording in support of the Kohatu Motorsport Park in the LTP. Ms Flood said that staff support the inclusion of appropriate wording, and that Council had provided past funding for the project but that the request for additional funding in this LTP could not be accommodated.

**Moved Cr Sangster/Cr Canton
CN18-05-26**

That the Full Council approves the inclusion of an appropriate reference in the LTP 2018-2028 noting Council's support of the Kohatu Motorsport Park project, including Council's funding provided to date.

CARRIED

Library Services

Ms Flood summarised the submissions relating to the Council's Library Service and noted that staff recommend no changes to the LTP.

Community Facilities

Ms Flood summarised the submissions received and discussed several staff recommendations.

**Moved Mayor Kempthorne/Cr Ogilvie
CN18-05-27**

That the Full Council approves the following funding changes for Community Facilities activities for inclusion in the LTP 2018-2028:

- 1. include funding of \$18,500 for repairs to the Motueka War Memorial and concrete surrounds. Funding of \$7000 for the memorial repair is to be sourced from the 2017/2018 Reserves and Facilities budget and funding of \$11,500 for the concrete surrounds repair will be included in Year 1 of the LTP.**

CARRIED

Hope Tennis Courts

Councillors raised questions regarding whether Reserve Financial Contributions (RFCs) could be used to fund the replacement of the Astroturf courts at the Hope Recreation Reserve. Senior Horticultural Officer, Beryl Wilkes clarified that the replacement work is maintenance so RFCs could not be applied to fund it.

**Moved Cr Ogilvie/Mayor Kempthorne
CN18-05-28**

That the Full Council approves the following funding changes for Community Facilities activities for inclusion in the LTP 2018-2028:

- 1. provide a grant of \$50,000 and a loan of \$50,000 over 15 years to the Hope Tennis Club to replace the six Astroturf courts at the Hope Recreation Reserve. These funds will be made available in Year 1 of the LTP from the Reserves and Facilities operating budgets.**

CARRIED

Tourism Infrastructure Fund

Ms Flood noted that staff were preparing an application to round-2 of the Tourism Investment Fund to undertake a feasibility study in Marahau focused on planning and beach access.

**Moved Mayor Kempthorne/Cr Ogilvie
CN18-05-29**

That the Full Council approves staff making an application to the Government's Tourism Infrastructure Fund (TIF) round two for \$20,000 for a feasibility study into methods to address tourism-related issues in Marahau. The Council's contribution is \$10,000 which will be sourced from the 2017/2018 Strategic Policy budget.

CARRIED

Parks and Reserves

Ms Wilkes noted that the request for an extra court at the Riwaka Croquet facility could not be accommodated as there are some considerations relating to the cycle trail that crosses that area. She suggested that the Club could resubmit their request to the Council when they have secured sufficient funding from their own sources.

The Council referred to recent work regarding the District's aging population and intensification. It was suggested that levels of service for the use of reserve spaces may need to be changed to meet these changing aspects of our communities.

Ms Wilkes indicated that, generally, the levels of service are working well and mentioned the local schools' use of reserves spaces. She agreed there was work to be done to show that intensification is the driver to support justifying action in certain projects. Any changes would need to go through a notification process, although there was potential to cover this off in an amended Development Contributions Policy.

In response to a question about outdoor recreation/training spaces for adults, Ms Wilkes confirmed there was a small budget for Richmond and that the Motueka Community Board have put forward a budget of approximately \$40,000 for an adult recreation area in Motueka.

Mapua Tennis Club

It was acknowledged that the Mapua Tennis Club have been provided for generously in the past and no further action was needed in relation to their submission.

Golden Bay

Ms Flood summarised the submissions regarding issues in Golden Bay. The Council discussed staff support to the Golden Bay Community Board regarding allocation of their special projects fund. It was agreed that the Golden Bay Community Board could look at the way the Motueka Community Board administers its special projects fund.

Digitisation of Council Services

Community Relations Manager, Chris Choat spoke about the Council's Digital Strategy which is driven by access to digital services within the organisation in order to carry out its business as usual.

The Councillors discussed the option of video-conferencing and live streaming of Council meetings. He noted that this is not an LTP matter and will be addressed outside the LTP process.

Cr Tuffnell returned to the meeting at 2.16 pm.

Museums and Heritage

Ms Flood summarised the submissions regarding Museums and Heritage.

Cr Ogilvie, seconded by Cr Hawkes foreshadowed a motion:

That the Council writes to the Tasman Bay Heritage Trust advising them that the current 50/50 funding arrangement that expires 1 July 2019 will be reviewed.

Corporate Services Manager, Mike Drummond, explained that the current Memorandum of Understanding with Nelson City Council for the Nelson Provincial Museum is due to expire in 2019 and this item will be considered by the Joint Shareholders' Committee.

On a show of hands, the majority of Councillors voted against the motion. The motion was lost.

Social Housing

Ms Flood summarised the submissions relating to Social Housing.

Councillors discussed the Abbeyfield housing model and whether this could be supported through reallocating surplus funds achieved from rentals collected from the existing pensioner housing.

Cr Wensley, seconded by Cr Ogilvie foreshadowed a motion:

That the Council retains the net dividend, currently paid to the Reserves account from existing pensioner housing in the District, as a targeted fund towards future pensioner housing initiatives.

The motion was debated and concern was expressed at the limited benefits of saving a small amount of money towards housing in the future against keeping it and signaling that social housing would be something to be considered in the future.

Ms Edwards confirmed taking the surplus out of the budget would have an impact on delivery of other services funded from the Reserves Funds.

Cr Wensley called for a division.

Brown	Against
Bryant	Against
Canton	Against
Greening	Against
Hawkes	For
Kempthorne	Against
King	Against
Maling	Against
McNamara	For
Ogilvie	For
Sangster	Against
Tuffnell	Against
Turley	Against
Wensley	For

The motion was lost.

**Moved Cr Greening/Cr Canton
CN18-05-30**

That the meeting be extended beyond the maximum prescribed (6 hours) in accordance with Standing Order 4.2.

CARRIED

Waimea Community Dam

Ms Flood reported that staff had now had a chance to draft wording for the resolution regarding the Waimea Community Dam within the Significance and Engagement Policy.

Staff signaled an amendment to the recommended motion and the Chief Executive explained the concerns on whether there may be an affiliated water consent holder who didn't have a property in the Zone of Benefit, that Council may wish to rate.

Mr Drummond considered the key point was that the benefit flows from having the affiliated consent because that is where the secured water comes from. He did not believe the existing Revenue and Financing Policy provided sufficient support. He explained the rationale for choosing capital value over land value. He went on to explain that the 'portion' would need to be determined by the Council at the time it needed to be considered. There were two tests that must be run through the Local Government Act (LGA), the likely costs and exacerbators and secondly the impact of other rate holders in the District. The wording is designed to allow flexibility should the additional costs needed to be recovered through a targeted rate.

The Chief Executive emphasised that Council should not be pre-empting a decision on the proportion that would be allocated to affiliated consent holders. That is a decision for Council in the future.

Moved Cr King/Cr Tuffnell

CN18-05-31

That the Full Council:

- 1. approves staff drafting an amendment to the Revenue and Financing Policy for inclusion in the LTP 2018-2028 providing for Council to introduce a targeted rate based on capital value on properties with Waimea Dam related affiliated consents to recoup a portion of the additional project costs in the event of project cost overruns in excess of \$3 million (above the Council estimated costs of \$75.9 million); and**
- 2. notes that the funding for the Council's share of the first \$3m of project cost overruns (if any) will be funded from rates, DCs and fees and charges using the same funding approach as the overall project.**

On a show of hands, the majority (eight), were in favour of the motion.

CARRIED

Crs King and Bryant left the meeting at 3.28 pm.

Community Relations

Ms Flood summarised the submissions relating to Community Relations and noted that staff recommend one change to reinstate the CPI increase annually in the Suter Art Gallery funding.

Councillors discussed the merits of the proposed funding.

Mayor Kempthorne, seconded by Cr Maling foreshadowed a motion:

That the Full Council approves the reinstatement of the Consumer Price Index increase to the annual funding of \$87,313 provided to the Suter Art Gallery in the LTP 2018-2028.

The motion was lost.

Enviroschools

Ms Edwards provided some information about the financial and resourcing commitments to Enviroschools work in the District and confirmed there was some funding from the Ministry for the Environment.

Nelson-Tasman Hospice

The Council discussed the submission from the Nelson-Tasman Hospice for a grant of \$250,000 to help fund a new hospice in Stoke.

Cr Wensley, seconded by Cr Sangster foreshadowed a new motion:

That the Full Council approves there be a provision for grant of \$80,000 per annum over the first three years of the 2018-2028 Long Term Plan, to the Nelson Tasman Hospice, subject to supporting advice from staff about the ability of the Council to make these payments.

The Chief Executive warned there may be risks attached to passing a resolution in response to a party who had submitted on a matter that had not been proposed in the consultation document.

On a show of hands this motion was lost.

Moved Cr Greening/Cr McNamara

CN18-05-32

That the Full Council approves there be a provision for grant of \$70,000 per annum over the first two years of the Long Term Plan 2018-2028, to the Nelson Tasman Hospice, subject to supporting advice from staff about the ability of the Council to make these payments.

CARRIED

On a show of hands the voting was split 6:6 and the Mayor used his casting vote to pass the resolution.

The meeting adjourned at 3.47 pm to be reconvened on Thursday 10 May 2018 at 1 pm. Mayor Kempthorne indicated his absence on 10 May and asked Cr King to chair the meeting.

The meeting reconvened in the Tasman District Council Chamber, 189 Queen Street, Richmond at 1.00 pm on Thursday 10 May 2018.

Present: Councillors T King, S Brown, S Bryant, P Canton, K Maling, D McNamara, D Ogilvie, P Sangster, A Turley and D Wensley

Mayor R Kempthorne participated via audio link

In Attendance: Chief Executive (L McKenzie), Strategic Policy Manager (S Flood), Engineering Services Manager (R Kirby), Environment & Planning Manager (D Bush-King), Community Development Manager (S Edwards), Corporate Services Manager (M Drummond), Activity Planning Manager (D L Fletcher), Management Accountant (M McGlinchey), Executive Assistant (R L Scherer)

Part Attendance: Community Relations Manager (C Choat), Senior Horticultural Officer (B Wilkes), Policy Adviser (A Gerraty), Senior Policy Adviser (A Bywater), Senior Activity Planning Adviser (J Neame) and Reserves and Facilities Manager (R Hollier),

11 OPENING, WELCOME

12 APOLOGIES

Moved Cr Turley/Cr Canton

CN18-05-33

That apologies from Cr T Tuffnell, Cr P Hawkes and Cr M J Greening be accepted.

CARRIED

Cr King opened the meeting and explained that Mayor Kempthorne was in Wellington for a prior meeting commitment. Consequently, the Deputy Mayor had approved the Mayor's attendance at this meeting via audio-link, in accordance with Standing Order 12.11.

During the course of the meeting Mayor Kempthorne was able to take an active part in discussions and voting via audio-link.

Supplementary Information

Moved Cr Maling/Cr Turley

CN18-05-34

Moved

CN18-05-35

That the Council receives the supplementary information – Request to Fund a Hospice in Stoke, Nelson – for consideration today's meeting.

CARRIED

Saxton Field

Strategic Policy Manager, Sharon Flood summarised the submissions relating to Saxton Field. Community Development Manager, Susan Edwards reported on the outcome from the Saxton Field Committee meeting held on 4 May 2018. As a result of that meeting, staff are recommending some other funding changes for Saxton Field which related to LTP submissions to both councils.

Ms Edwards also identified some projects at Saxton Field that can be moved out in the LTP. She noted that this would allow projects to be spread over several years.

Management Accountant, Matt McGlinchey used the spreadsheet to demonstrate the impact of these funding changes on rates.

It was acknowledged that the sporting organisation's involved with Saxton Field facilities would also be required to raise their share of funding for the projects.

In response to a question, Ms Edwards noted that Nelson City Council had commissioned an external assessment which found there is an issue with the surface of the athletics track.

In response to a question regarding the Velodrome lights being moved out in the LTP, Councillors were advised that the cycling club had indicated that the lights are not a priority for them. The Councillors discussed a proposal that the Council resolve to split all Saxton Field costs on a one-third/two-thirds basis.

Cr Ogilvie foreshadowed a new motion which was seconded by Cr Wensley.

That all costs relevant to Saxton Field be charged on the basis of one-third to Tasman District Council and two-thirds to Nelson City Council.

Ms Edwards noted that the Council had agreed at its meeting on 28 September 2017 to contribute 50:50 to the budgets for Saxton Field in partnership with Nelson City Council. Staff then prepared the LTP funding for Saxton Field on the basis of that decision.

Mr McKenzie outlined the ramifications of rescinding a resolution from a previous Council meeting and noted that Standing Orders requires that a member revoking a motion must give notice of a motion to do that. He also noted that such a resolution requires the signatures of not less than

one-third of the members. Therefore his advice is that the motion cannot be considered because the proper process had not been followed.

As a result of the discussion, Cr Ogilvie and Cr Wensley revised their foreshadowed motion:

That staff report to the 9 August 2018 Full Council meeting regarding the sharing of all costs relevant to Saxton Field.

The motion was lost on a show of hands.

The Mayor left the meeting at 1.43 pm.

Moved Cr Maling/Bryant

CN18-05-36

That the Full Council approves the following funding changes in the Long Term Plan 2018-2028 for Saxton Field:

- 1. move \$120,000 funding for the Velodrome lighting/shade shelter from Year 1 to Year 5; and**
- 2. move funding for the cycle path development of;**
 - a) \$20,000 from Year 1 to Year 4; and**
 - b) \$200,000 from Year 2 to Year 5; and**
 - c) \$20,000 from Year 3 to Year 6.**
- 3. bring forward funding of \$20,000 from Year 4 to Year 1 and \$880,000 from Year 5 to Year 2 for the resurfacing of the athletics track.**

CARRIED

Other Changes to the Long Term Plan

Ms Flood summarised some other changes to the LTP which had been omitted in error in the draft document for consultation. She noted that these omissions had been included in the rates and debt calculations.

Moved

CN18-05-37

That the Full Council approves the following changes to funding in the LTP 2018-2028:

- 1. Move funding of \$50,000 for Redwood reticulation from Year 2 to Year 1; and**
- 2. Move funding of \$180,000 for the Marahau Seawall from Year 9 to Year 8; and**
- 3. Increase funding for the solid waste capital programme to \$200,000 and bring this funding forward from Years 2/3 to Year 1/2; and**
- 4. Move funding of \$20,000 for the storage shed, Richmond and associated revenue from Year 3; and**
- 5. Move funding of \$210,000 for the Eastern Hills Drain Upgrade from Years 4/5 to Years 3/4.**

CARRIED

Fostering Maori Participation

Ms Flood summarised the submissions regarding fostering of Maori participation in Council decision-making, and noted that although no changes were proposed, that this is a matter the CEO should review ahead of the 2019/20 Annual Plan.

Nelson Hospice

Ms Edwards provided background to the supplementary report regarding an ex-gratia payment to the Nelson-Tasman Hospice. She noted that the request does not meet the funding criteria for a community grant or a special grant. She also advised that the proposed funding of a hospice was not consulted on during the LTP.

Moved Cr Sangster/Cr Canton CN18-05-38

That the Full Council:

- 1. receives the Supplementary Information - Request to fund a Hospice in Stoke, Nelson report; and**
- 2. declines the request from the Nelson Tasman Hospice (submission number 18533) for Council to make a contribution of \$250,000 to the construction of a new Hospice in Stoke, Nelson.**

CARRIED

Other Changes

Ms Neame and Mr Fletcher spoke to a request for some proposed changes to the LTP relating to Redwood Valley water reticulation, the Marahau Seawall, the solid waste capital programme, the Richmond storage shed and the Eastern Hills Drain Upgrade project. They noted that these changes had been driven by a number of factors including deterioration in asset condition, project timing changes, changes to project design and delays in land purchase required to before a project could commence.

In response to a question, Mr Fletcher agreed to provide further information regarding what the Environment and Planning Department required for a storage shed.

Moved Cr McNamara/Bryant CN18-05-39

That the full Council approves the following changes to the LTP:

- 1. Move funding of \$50,000 for the Redwood water reticulation from Year 2 to Year 1; and**
- 2. Move funding of \$180,000 for the Marahau Seawall project from Year 9 to Year 8; and**
- 3. Move funding of \$200,000 for the solid waste capital programme from Years 2/3 to Years 1/2; and**
- 4. Move the associated revenue from the storage shed at Richmond from Year 3 to Year 1; and**
- 5. Move funding of \$210,000 for the Eastern Hills Drain Upgrade from Years 4/5 to Years 3/4.**

CARRIED

Councillor Issues

The Councillors were invited to raise any other issues relating to the LTP.

Cr Ogilvie asked for clarification regarding the Marahau Community Hall and the current lease by Fire and Emergency Management, New Zealand. Ms Edwards noted that this lease is not included in the LTP as FENZ is paying the costs directly. Mr Bush-King noted that he will confirm this arrangement with the Regulatory Manager.

Cr Canton spoke about a proposal to link Manoy and Talbot Streets in Motueka which could provide extra parking in the township. Activity Planning Adviser noted that the Council is currently preparing a draft car parking strategy for Motueka and Richmond and this option would be included in the strategy.

Cr Canton, seconded by Cr Ogilvie foreshadowed a motion:

to move the funding for the Manoy/Talbot Street link to year 5 of the LTP.

The motion was lost and the project remains in Year 13 of the LTP.

Cr McNamara, seconded by Cr Canton foreshadowed a motion for

the Council to move the proposed funding of \$300,000 for the Nelson Regional Development Agency to Years 12-13 of the Long Term Plan.

The motion was lost.

Cr Bryant noted his support for the extension of Tasman's Great Taste Trail from Norris' Gully to Tapawera.

Cr Wensley repeated her request for more funding around climate change so that the Council can set climate change targets that can be monitored and analysed. In response, Mr Bush-King noted that the Council has a number of work programmes that deal with climate change adaptation. He noted that the mitigation of climate change effects is an issue for Central Government. He also advised that because of the current staff workload any work on climate change would require new funding for staff resources.

In response to a request from Cr Ogilvie to move the funding of the Riwaka stopbank from Years 4 and 5 to Years 1 and 2 of the LTP, Mr Fletcher noted that funding is already provided in Years 1 and 2 for an investigation and study, followed by land acquisition in Year 4.

In response to a question from Cr Ogilvie regarding compliance for freedom camping and the new forestry rules, Mr Bush-King confirmed that extra staff and extra funding have been budgeted in the LTP.

Ms Flood summarised the next steps for the LTP which includes a workshop on 14 May 2018 followed by a report to the Council on 24 May 2018. The LTP 2018-2028 will be formally adopted by the Council on 28 June 2018. She also noted that the Schedule of Fees and Charges and the Development Contributions Policy would be formally adopted by the Council separately from the LTP at the 28 June 2018 meeting.

The meeting concluded at 3pm.

Date Confirmed:

Chair: