

Whangarei District Council Meeting

Agenda

Date: Thursday, 29 August, 2019

Time: 10:30 am

Location: Council Chamber
Forum North, Rust Avenue
Whangarei

Elected Members: Her Worship the Mayor Sheryl Mai
(Chairperson)
Cr Gavin Benney
Cr Crichton Christie
Cr Vince Cocurullo
Cr Tricia Cutforth
Cr Shelley Deeming
Cr Sue Glen
Cr Phil Halse
Cr Cherry Hermon
Cr Greg Innes
Cr Greg Martin
Cr Sharon Morgan
Cr Anna Murphy

For any queries regarding this meeting please contact
the Whangarei District Council on (09) 430-4200.

1. Karakia/Prayer	
2. Declarations of Interest	
3. Apologies	
4. Public Forum	2
5. Confirmation of Minutes of Previous Meeting of the Whangarei District Council	
5.1 Minutes Whangarei District Council 25 July 2019	4
6. Decision Reports	
6.1 Recommendations from the Community Funding Committee 14 August	14
6.2 Decision making over the election period	32
6.3 Submission to the Productivity Commission draft report on Local Government Funding and Financing	38
6.4 Speed Limit Bylaw - Speed Limit Consultation - August 2019	56
6.5 Hikurangi Bowling Club - Purchase of land	84
7. Information Reports	
7.1 2019 Whangarei District Council Resident Satisfaction Survey	88
7.2 Expression of Interest ICC Women's Cricket World Cup 2021	186
8. Public Excluded Business	
8.1 Confidential Minutes 25 July 2019	
8.2 Amendment to Minutes	
8.3 Land Acquisition for new Animal Shelter	

8.4 Rent Arrears Waiver

8.5 Property Matter

8.6 Whangarei Airport Location Update

9. Closure of Meeting

4. Public Forum

Meeting: Whangarei District Council
Date of meeting: 29 August 2019
Reporting officer: C Brindle (Senior Democracy Adviser)

1 Purpose

To afford members of the community an opportunity to speak to Council and to report on matters raised at previous public forums where appropriate.

2 Summary

Public Forum

Standing Orders allow for a period of up to 30 minutes to be set aside for a public forum at the commencement of each monthly council meeting.

The time allowed for each speaker is 5 minutes.

Members of the public who wish to participate should send a written application setting out the subject matter and the names of the speakers to the Chief Executive at least 2 working days before the day of the meeting.

Speakers:

Speaker	Subject
Fiona Elizabeth Mary Green on behalf of Whangarei vehicle dwellers	Whangarei vehicle dwellers – a fresh approach to their current plight, a fresh insight to their situation, ways of moving forward with Council.
Clare Elizabeth Saville	Speeders/dangerous driving Raurimu Avenue – requesting installation of safety measure. Presenting a petition in support.

Report on actions taken or comment on matters raised

Where practicable actions taken on matters raised by previous speakers are reported back to public forum.

Speaker	Subject
Samantha Wu	Council declaring a climate emergency
Chris Bone	Climate Change

Kristine Teresa Amato	Climate change policies and strategies that could be introduced to mitigate climate change.
Margaret Hicks	Climate change. The need to act now to change ways of doing things, as it is NOT business as usual.
Report <p>Council thanks the submitters on climate change for their well considered statements.</p> <p>At the same meeting council considered a report on Declaration of a Climate Change Emergency and resolved to declare a climate change emergency for the Whangarei District. Council also requested staff develop an action plan supporting the declaration and report back to Council.</p>	
Malcolm James Daisley	Council staff performance
<p>Mr Daisley, a contractor of Maungakaramaea, spoke about a long standing dispute with council over the issuing of abatement and infringement notices in relation to a quarry he purchased in 2004.</p> <p>Mr Daisley alleges that as a result of the enforcement actions taken against him he was forced to cease his quarrying operation. He also alleges council's actions resulted in significant loss of revenue, thus diminishing the value of his property to such an extent that he had to sell the property.</p> <p>Mr Daisley also alleges that council staff have continued to harass and persecute him and requests this behaviour cease.</p>	
Report <p>In 2015 Mr Daisley took legal action against Council regarding this matter and it is still progressing through the Courts.</p>	

Item 5.1
Whangarei District Council Meeting Minutes

Date: Thursday, 25 July, 2019
Time: 10:30 a.m.
Location: Council Chamber
 Forum North, Rust Avenue
 Whangarei

In Attendance Her Worship the Mayor Sheryl Mai
 (Chairperson)

Cr Gavin Benney
 Cr Crichton Christie
 Cr Vince Cocurullo
 Cr Tricia Cutforth
 Cr Shelley Deeming

Cr Sue Glen
 Cr Phil Halse
 Cr Cherry Hermon

Not in Attendance

Cr Greg Innes
 Cr Greg Martin
 Cr Sharon Morgan
 Cr Anna Murphy

Scribe

C Brindle (Senior Democracy Adviser)

Administrative matters

Her Worship covered the following administrative matters:

- Emergency evacuation procedures
- Public forum – noting there are 5 speakers
- Supplementary report - Item 6.8 – Final Capital Projects Report 2018-2019 and Adoption of Carry Forwards 2019-2020
- Advised the meeting that members of the public and media will be taking photographs, recording, live streaming the meeting.

1. Karakia/Prayer

Cr Cocurullo opened the meeting with a karakia/prayer.

2. Declarations of Interest

Item 6.2 - Class 4 Gambling Venue Policy review

3. **Apologies**

Crs Greg Martin, Sharon Morgan and Anna Murphy

Moved By Cr Greg Innes

Seconded By Cr Sue Glen

That the apologies be sustained.

Carried

4. **Public Forum**

Samantha Wu - Council declaring a climate emergency

Chris Bone - Climate change

Kristine Teresa Amato - Climate change Policies and strategies that could be introduced to mitigate climate change.

Margaret B Hicks - Climate change. The need to act now to change ways of doing things as it is NOT business as usual.

Malcolm James Daisley - Council staff performance.

Sophie Pai scheduled to speak on climate crisis, subsequently advised she was unable to attend the meeting.

5. **Confirmation of Minutes of Previous Meetings of the Whangarei District Council**

5.1 **Minutes Whangarei District Council meeting held 26 June 2019**

Moved By Cr Tricia Cutforth

Seconded By Cr Vince Cocurullo

That the minutes of the Whangarei District Council meeting held on Wednesday 26 June 2019, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

5.2 **Minutes Whangarei District Council meeting held 27 June 2019**

Moved By Cr Greg Innes

Seconded By Cr Shelley Deeming

That the minutes of the Whangarei District Council meeting held on Thursday 27 June 2019, including the confidential section, having been circulated, be taken as read and now confirmed and adopted as a true and correct record of proceedings of that meeting.

Carried

6. Decision Reports

6.1 Declaration of a Climate Change Emergency

Moved By Cr Tricia Cutforth

Seconded By Cr Crichton Christie

That the Council

1. Receives the agenda report on Declaration of a Climate Change Emergency.
2. Declares a climate change emergency for the Whangarei District.
3. Directs the Chief Executive to have staff develop an action plan to support the declaration of a climate change emergency and report back to Council.
4. Authorises the Chief Executive to make any minor amendments to text and graphics of the declaration (Attachment 1).

On the motion being put Cr Christie called for a division:

Recorded	For	Against	Abstain
Her Worship the Mayor	X		
Cr Gavin Benney	X		
Cr Crichton Christie	X		
Cr Vince Cocurullo			X
Cr Tricia Cutforth	X		
Cr Shelley Deeming		X	
Cr Sue Glen	X		
Cr Phil Halse		X	
Cr Cherry Hermon	X		
Cr Greg Innes	X		
Results	7	2	1
Carried (7 to 2)			

Crs Martin, Morgan and Murphy were absent.

6.2 Class 4 Gambling Venue Policy review

The motion was taken in parts.

Moved By Cr Vince Cocurullo

Seconded By Cr Phil Halse

That Council;

- a. Confirms the amendments to the Class 4 Gambling Venue Policy, as proposed in the Statement of Proposal attached to the agenda report.

On the recommendations being put Cr Cutforth called for a division:

Recorded	For	Against	Abstain
Her Worship the Mayor	X		
Cr Crichton Christie	X		
Cr Vince Cocurullo	X		
Cr Tricia Cutforth	X		
Cr Shelley Deeming	X		
Cr Sue Glen	X		
Cr Phil Halse	X		
Cr Cherry Hermon	X		
Cr Greg Innes	X		
Results	9	0	0
Carried (9 to 0)			

- b. Adopts the Class 4 Gambling Venue Policy.

Recorded	For	Against	Abstain
Her Worship the Mayor	X		
Cr Crichton Christie			X
Cr Vince Cocurullo	X		
Cr Tricia Cutforth	X		
Cr Shelley Deeming	X		
Cr Sue Glen			X
Cr Phil Halse	X		
Cr Cherry Hermon	X		
Cr Greg Innes	X		

Results	7	0	2
Carried (7 to 0)			

- c. Directs the Chief Executive to investigate substantive amendments to the Class 4 Gambling Venue Policy to be reported back for consideration within 1 year.

Recorded	For	Against	Abstain
Her Worship the Mayor	X		
Cr Crichton Christie	X		
Cr Vince Cocurullo	X		
Cr Tricia Cutforth		X	
Cr Shelley Deeming	X		
Cr Sue Glen	X		
Cr Phil Halse	X		
Cr Cherry Hermon	X		
Cr Greg Innes			X
Results	7	1	1
Carried (7 to 1)			

Declaration of Interest:

Cr Gavin Benney declared a conflict of interest and withdrew from the table taking no part in discussions or voting on Item 6.2.

Crs Martin, Morgan and Murphy were absent.

6.3 Local Government Members (2019-20) Determination - Childcare Allowance

Moved By Cr Tricia Cutforth

Seconded By Cr Crichton Christie

That Council agree to adopt the Childcare allowance for elected members, as set out in the Local Government Members (2019/20) Determination.

Carried

6.4 Delegation Change - Resource Management Act

Moved By Cr Greg Innes

Seconded By Her Worship the Mayor

That the Council

1. Delegate the “power to extend existing use rights” under the Resource Management Act 1991, Section 10(2) to Role – Team Leader – Consents.

Carried

Crs Halse and Cocurullo requested their votes against be recorded.

6.5 Delegation Changes - Statutory Land Charges

Moved By Cr Shelley Deeming

Seconded By Her Worship the Mayor

That the Council:

1. Revoke the Delegated Authority provided to the Chief Executive under the Statutory Land Charges Registration Act 1928.
2. Delegate all responsibilities and powers under the Land Transfer Act 2017 to the Chief Executive.

Carried

Cr Halse requested his vote against be recorded.

6.6 Temporary Road Closure - Northland Car Club - September 2019 - February 2020

Moved By Cr Vince Cocurullo

Seconded By Cr Cherry Hermon

That Whangarei District Council,

1. Approves the temporary closure of the following roads to ordinary traffic for the Northland Car Club events on the following dates and times in accordance with section 342 (1)(b) and Schedule 10 Clause 11 of the Local Government Act 1974.

Sunday 8 September 2019

Rosythe Road Waipu, 400 meters from SH1 to a point 1.5kms from SH1.

Sunday 6 October 2019

Doctors Hill Road, 800 meters from SH1 to Mountfield Road.

Sunday 3 November 2019

Crows Nest Hukerenui, from a point 2kms from SH1 to Paiaka Road.

Sunday 1 December 2019

Paiawa Road (total closure).

Sunday 26 January 2020

Kaikanui Road, from a point approx. 5kms from Pigs Head Road to a point approximately 3kms toward Webb Road.

Sunday 2 February 2020

Ruarangi Road (total closure).

Period of closure: 9am – 5:30pm

2. Approves the temporary closure of the side roads off the roads to be closed for up to 100 meters from the intersection for safety purposes.
3. Delegates to the Chair of the Infrastructure Committee and General Manager Infrastructure the power to give public notice of these temporary road closures.

Carried

6.7 Riverside Hotel and Entertainment Precinct Governance Committee

Moved By Cr Cherry Hermon

Seconded By Cr Shelley Deeming

That Council not appoint a formal representative at this time and continue (as per the resolution of 24 April 2019) with Councillors Benney, Christie, Halse and Cocurullo representing Council interests and acting as conduit between Council and Northland Development Corporation.

Amendment

Moved By Cr Greg Innes

Seconded By Cr Vince Cocurullo

1. (i) Rescind the following resolution of Council adopted 24 April 2019:
 - “a. *Acknowledge the presentation by Northland Development Corporation.*
 - b. *Approve Councillors Benney, Christie, Halse and Cocurullo to represent Council interests and act as conduit between Council and Northland Development Corporation in relation to the proposed Riverside Hotel*

and Entertainment Centre.

- c. *Approve staff to provide technical assistance and support to Councillors Benney, Christie, Halse and Cocurullo in their duties.*
- d. *Agree that the resolutions be released to open record.”;*

and

- (ii) Appoint Councillor Halse to the Governance Committee of the Riverside Hotel and Entertainment Precinct until the end of this term of Council.
- (iii) Appoint Councillors Benney, Cocurullo and Christie as a subcommittee/reference group in support of Councillor Halse until the end of this term of Council.
- (iv) Note that there is no Council delegation, financial or otherwise, associated with these roles.

**The amendment was Lost
The motion was Carried**

Item 7.1 was taken after Item 6.7.

Item 6.8 was taken after Item 7.1.

6.8 Final Capital Projects Report 2018-2019 and Adoption of Carry Forwards to 2019-2020

Moved By Her Worship the Mayor

Seconded By Cr Tricia Cutforth

That the Council:

- a) Notes the Capital Projects Report for the year ending 30 June 2019;
- b) Notes the proposed carry forwards of \$34.0m from 2018/19 to 2019/20;
- c) Approves the amended 2019/20 Capital Projects Budget of \$92.5m including the completion of projects carried forward from previous years.

Carried

Cr Glen left the meeting at 12.56pm during discussions on Item 6.8.

7. Information Reports

7.1 Delegation Changes - Update to Council following roll out

Moved By Her Worship the Mayor

Seconded By Cr Tricia Cutforth

That the Council notes the changes to the Delegation Register made since the adoption of the updated Delegation Register in November 2018.

Carried

8. Public Excluded Business

Moved By Cr Cherry Hermon

Seconded By Cr Greg Innes

That the public be excluded from the following parts of proceedings of this meeting. The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Confidential Minutes Whangarei District Council 27 June 2019	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
1.2	Trustee Appointment – Northland Events Centre Trust		
1.3	Property Sale		

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 the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	For the reasons as stated in the minutes	
1.2	To protect the privacy of natural persons	Section 7(2)(a)

1.3	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
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Carried

9. Closure of Meeting

The meeting concluded at 1.15pm

Confirmed this 29th day of August 2019

Her Worship the Mayor Sheryl Mai (Chairperson)

6.1 Recommendations from the Community Funding Committee

Meeting: Whangarei District Council
Date of meeting: 29 August 2019
Reporting officer: C Brindle (Senior Democracy Adviser)

1 Purpose

To consider recommendations made by the Community Funding Committee on 14 August 2019.

2 Recommendations

That having considered the recommendations of the Community Funding Committee 14 August 2019 Council;

1. Approves the allocation of the Annual Operating Fund for 2019-2020 as follows:
 - a. Northland Society of Arts (Reyburn House) (\$28,000)
 - b. Ruakaka Recreation Centre (\$35,660)
 - c. Waipu Centennial Trust Board (Waipu Museum) (\$76,725).
2. Approves the allocation of the 2019-20 Partnership Fund as follows:
 - a. About Time Group (under Northland Inc) – Rolling Ball Clock (\$150,000)
 - b. Northland Vintage Machinery Club – Stage 2 Museum (\$60,000)
 - c. Taiharuru Marae Inc – Marae Whare Wananga (\$150,000)
 - d. Waipu Croquet Club – New Clubrooms (\$40,000).

3 Background

The Community Funding Committee considered a number of reports at their meeting on 14 August 2019. Any recommendations outside of the Committee's delegation are reported to the Council for consideration and decision making.

The Committee considered two reports that were outside their delegation. The reports (including attachments), Item 4.1 Annual Operating Funding 2019-20 – Tranche 2 Allocations and Item 4.2 Allocation of 2019-20 Partnership Fund, are attached.

The recommendations to council from the committee are:

Item 4.1 Annual Operating Fund 2019-20 – Tranche 2 allocations

- a. Northland Society of Arts (Reyburn House) (\$28,000)
- b. Ruakaka Recreation Centre (\$35,660)
- c. Waipu Centennial Trust Board (Waipu Museum) (\$76,725).

Item 4.2 Allocation of 2019-20 Partnership Fund

- e. About Time Group (under Northland Inc) – Rolling Ball Clock (\$150,000)
- f. Northland Vintage Machinery Club – Stage 2 Museum (\$60,000)
- g. Taiharuru Marae Inc – Marae Whare Wananga (\$150,000)
- h. Waipu Croquet Club – New Clubrooms (\$40,000).

Request for reductions in funding received after the meeting

Subsequent to the Community Funding Committee meeting 14 August, council received written advice from the About Time Group (Rolling Ball Clock), advising their situation had changed and requested their application for funding be reduced from \$150,000 to \$100,000.

Council may like to consider adjusting the recommendation to reflect this request.

4 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

5 Attachments

1. Item 4.1 Annual Operating Fund 2019-20 Tranche 2 allocations
Attachment 1 -Assessment (Annual Operating Fund Tranche 2)

Available on council's website:

Applications Book (Annual Operating Fund Tranche 2) –

Part 1: <https://pub-wdc.escribemeetings.com/FileStream.ashx?DocumentId=1207>

Part 2: <https://pub-wdc.escribemeetings.com/FileStream.ashx?DocumentId=1208>

2. Item 4.2 Allocation of 2019-20 Partnership Fund
Attachment 1 - Partnership Fund guide
Attachment 2 – Assessment of applications

Available on council's website

3. Applications book:

<https://pubwdc.escribemeetings.com/FileStream.ashx?DocumentId=1209>

4.2 Allocation of 2019-20 Partnership Fund

Meeting: Community Funding Committee
Date of meeting: 14 August 2019
Reporting officer: Cindy Velthuisen, Community Funding Officer

1 Purpose

To determine grant allocations from the Partnership Fund (2019-20).

2 Recommendations

That the Committee recommends to Council;

1. To approve grants from the Partnership Fund (2019-20) to:

- | | |
|--|-----------|
| a. About Time Group (under Northland Inc) – Rolling Ball Clock | \$150,000 |
| b. Northland Vintage Machinery Club – Stage 2 Museum | \$60,000 |
| c. Taiharuru Marae Inc – Marae Whare Wananga | \$150,000 |
| d. Waipu Croquet Club – New Clubrooms | \$40,000 |

2. To decline grants from the Partnership Fund (2019-20) to:

- a. Mangakahia Squash Club (under Mangakahia Sports Ground Society) – Design Plans
- b. The Whangarei Harbour Management Trust – Project Management
- c. Whangarei Boys High School – Auditorium.

3 Background

The Partnership Fund was established late 2018 following Long Term Plan deliberations.

The purpose of the Fund is to support the development of facilities in the district on a shared contributions basis.

In the 2018-19 financial year, \$300,000 in total was allocated to three projects.

4 Discussion

Seven applications were received in this funding round, which closed 1 July 2019.

4.1 Financial/budget considerations

The Fund's budget for 2019-20 is \$400,000.

The total amount requested is \$855,675.

This is the first of three advertised funding rounds. The recommended allocations will fully exhaust this year's budget and therefore the remaining two funding rounds will be cancelled.

The number of quality applications received, and the level of funding available, did not justify leaving a small sum for a further funding round this year.

4.2 Applications received

The seven applications received are all worthy of consideration, and are discussed in Attachment 2. The applications in full are in Attachment 3. The Partnership Fund Guide is attached for the committee's reference (Attachment 1).

The projects seeking funding vary widely in terms of urban/rural, district-wide/local, wide or narrow focus. This makes it complex to compare and determine the best use of a limited Fund budget.

Recommendations to fund are based on multiple factors, including:

- Alignment with Council Vision, priorities, policies and plans
- Level of need and impact
- Level of readiness
- Patronage
- Location and breadth of impact.

Of this year's applications, four of the seven are recommended for a grant.

The recommendations represent the below focus areas, based on allocation amount*.

These are compared with the allocations made in 2018-19: Kiwi North (heritage buildings, \$163,000), Te Ora Hou (community centre, \$57,000), and Whangaruru North Residents and Ratepayers (community centre, \$80,000).

Funding Focus Area	Recommendations this round	2018-19 allocations
Arts and Culture	75%	-
Recreation and Sport	10%	-
Heritage and Environment	15%	54%
Community Connectedness and Wellbeing	-	46%

Other factors	Recommendations this round	2018-19 allocations
Urban	37.5%	19%
Rural	47.5%	26%
Urban/rural fringe	15%	54%
Wide appeal/focus	90%	100%
Narrow or local appeal/focus	10%	-
Seed funding	-	19%
Leverage funding	62.5%	81%
Completion funding	37.5%	-

* As a new fund the factors presented above are emergent and can be refined as the fund develops.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

6 Attachments

1. Partnership Fund guide
2. Assessment of applications

Under separate cover

3. Applications book

Appendix 1 – Partnership Fund Guide

The purpose of the Partnership Fund is to support the development of community facilities by community groups. Council wants to support projects on a shared contributions basis, supplementing funds raised by communities for their facilities.

Who can apply

Community groups wishing to apply will need to be a legal, not-for-profit entity such as an incorporated society or charitable trust, or apply under the umbrella of such an organisation.

Applicant groups must be able to demonstrate:

- Strong community support for the project and a mandate to act on the community's behalf. A community could be a geographical community or a community of interest.
- The positive impact on the community the project will bring, and that the benefits are tangible, well supported and welcomed.
- A strong need for the facility by the community.
- At least 30% of funding in place for the project, or demonstrable the ability to secure it to Council's satisfaction in the case of a seed funding application.
- Strong project planning and documentation in place, good governance and the ability to deliver.
- Appropriate approvals for the project (e.g. from the lessor if on leased land).

What can be funded

The Fund is intended for:

- Leverage funding (seed capital) to enable community groups to source other funds;
- Capital works funding to complete or support actual construction or project completion.

The priority for the Fund is for community buildings. However, there is scope for some other capital works that have tangible, wide community benefit.

The type of facilities envisaged for the Fund include but are not limited to:

- Social enterprise hubs
- Artisan workshops
- Rural craft centres
- Community centres/hubs
- Multi-sport recreation complexes
- Tourism facilities
- Other initiatives such as broadband connectivity that support community development.

What can't be funded

Feasibility studies – It is expected that feasibility studies will already have been completed (where necessary) before applying to this Fund.

Generally, funds will not be considered for remedial works to existing community facilities.

How much is available

Council's budget for the Partnership Fund is \$400,000 per annum.

Generally, a maximum of \$150,000 will be allocated to any one project or group, but Council may grant more at their discretion for significant projects.

It is important to note that being given seed capital funding is not a guarantee of further funding from Council to see the project to completion.

When to apply

Applications to the Partnership Fund can be made at any time. You should be well advanced in your project planning to be able to submit a sound application with all the required documentation. Talk to your ward councillor(s) and/or council staff as you develop your project.

There is a time limit of four years for completion of the project from the point that funding is confirmed.

To apply

Before preparing your application, it is recommended that you make an appointment with the Community Funding Officer to talk through your project.

Your completed application should include:

1. Community Funding application form (available at www.wdc.govt.nz/funding)
2. Business Case with evidenced community support
3. The following elements as appropriate:
 - i. Fundraising plan – how do you plan to fund this project? Evidence of your 30% contribution.
 - ii. Timelines/milestones – what timeframes are you working to? Is it a staged build?
 - iii. Asset lock consideration to protect the community asset – does your trust deed protect trust assets in case of dissolution?
 - iv. Appropriate approvals for the project (e.g. from the lessor if on leased land).

Submit your application

Send your application and supporting material to funding@wdc.govt.nz. You can also drop it in to us at Forum North or Walton Plaza, or post it to us at:

Attention: Community Funding
 Whangarei District Council
 Private Bag 9023
 Whangarei 0148

We will acknowledge receipt of your application by email. If you don't hear from us within 7 days, please call 430-4200 to check we have received it.

The application will be reviewed by staff who will liaise with you as needed. It will then be referred to a committee of Council for decision. You should allow three months for a decision.

Applicant	About Time Group (under Northland Inc)	Mangakahia Squash Club (under Mangakahia Sports Ground Society)	Northland Vintage Machinery Club	Taiharuru Marae
Purpose	Completion funding - For the About Time Ball Clock installation	Seed funding - For architectural plans for squash club renovations (upgrade of bathroom/change facilities, new entranceway, addition of third squash court).	Leverage funding for Stage 2 of museum display of vintage machinery at the Heritage Park	To build the Marae Whare Wananga, and as leverage funding for the complete marae facility build at Whangarei Heads.
\$ Requested	\$150,000	\$34,200	\$75,000	\$237,475
\$ Recommended	\$150,000 Decline		\$60,000	\$150,000
Total project cost	\$900,000	This stage: \$34,200 Total build cost to be determined.	\$190,000	This stage: \$237,475 Total build: \$2,189,000
Contributions	Self: \$85,000 Provincial Growth Fund: \$750,000 (confirmed subject to receiving co-funding of \$150,000)	Self: \$13,000 Mangakahia Sports Ground Society: \$10,000 Would like to keep for leverage funding for next phase.	Self: \$17,000 (Stage 1 fully realised without Council support).	Self: \$80,000 Foundation North for ground works: \$500,000 (confirmed subject to securing funding for above-ground works);
Comment on request and recommendation	This request closes the funding gap for this project, and enables the project to proceed to build stage. Strong alignment and support. Note that the umbrella group, Northland Inc Limited, is a Company registered under the Companies Act 1993 and is a council-controlled organisation of the Northland Regional Council. Recommending supporting this project based on alignment, district-wide amenity, and readiness (completion funding) - it will deliver a tangible for the district within 12-18 months.	Application was carried over from last funding round. Strong application with clear need and impact identified. Renovations will mitigate health and safety concerns, meet capacity needs, and support a rural community facility (including Civil Defence). Supporting this seed funding request will enable the applicant to commence their funding journey. However, this application is funding for plans rather than build, therefore recommending to decline this application this time.	Application supported by staff visit with the Club to understand need and impact of Stage 2. Supporting this leverage funding request will enable the applicant to seek completion funding. A contribution of \$60,000 (on top of own contribution) will give the club 39% towards the project cost, therefore meeting the Lotteries threshold. Recommending supporting this application based on patronage, alignment, readiness, and proven results.	Strong application with need, impact, and readiness evident. Supporting this leverage funding request will enable the applicant to apply for further funding, and tangibly contribute to the build of the Whare Wananga component of the Marae complex, which is \$206,500 + GST. As the applicant is not GST registered, the amount requested is correct at \$237,475. The request is over the Fund maximum of \$150,000, however Council has the discretion to exceed this. Recommending supporting this application based on readiness, potential for wide appeal, and lack of existing amenities for the hapu and for the area.
Patronage/usage	Not quantified - Town Basin visitor attraction.	Membership of 75; plus other facility users (e.g. touch rugby - 300 players)	3,000 visitors including event days	500 hapu members to 1000s wider whanau and community members
Focus	Urban District amenity Wide focus <u>Completion funding</u>	Rural Community amenity Narrow focus <u>Seed funding</u>	Rural-urban fringe Part of district amenity Wide focus <u>Leverage funding</u>	Rural Community amenity Wide focus <u>Leverage funding</u>
Readiness	Ready to build.	Ready to engage planners/designers. Preliminary plans drafted and approved by club members. Architectural plans are needed to be able to apply for build funding. Facility upgrade is long overdue.	Ready to apply for funding. Building consent completed. Approval obtained from Whangarei Museum and Heritage Trust (landlord). The Club needs at least 30% leverage funding to be able to apply to Lotteries. This application would enable them to start applying.	Plans and consents obtained. Good project team, committee and contractors in place. Funding for ground works in place. The applicant needs leverage funding to be able to apply to Oranga Marae (Lotteries). This application would enable them to start applying.
Alignment	Funding focus area - Arts and Culture Vibrant, attractive and thriving district Positive about the future Arts, Culture and Heritage Policy (2009, in particular Goal 2 - The Heritage and Cultural Experiences Precinct, Town Basin) Arts, Culture and Heritage Strategy - He Rautaki Toi (draft, 2019) Whangarei 20/20 Momentum Inner City Revitalisation	Funding focus area - Recreation and Sport Efficient and resilient core services Proud to be local Active Recreation and Sport Strategy	Funding focus area - Heritage and Environment Positive about the future Proud to be local Arts, Culture and Heritage Policy (2009) Arts, Culture and Heritage Strategy - He Rautaki Toi (draft, 2019)	Funding focus area - Arts and Culture Efficient and resilient core services Caring for the environment Positive about the future Proud to the local
Timeline for payment (if granted)	Immediate, as ready to go	N/A	Upon confirmation of co-funding of remainder, expiring 30 June 2020.	Upon confirmation of co-funding of remainder towards the Whare Wananga, expiring 30 June 2020.

Applicant	About Time Group (under Northland Inc)	Mangakahia Squash Club (under Mangakahia Sports Ground Society)	Northland Vintage Machinery Club	Taiharuru Marae
Comment on application	<p>This project aims to deliver a unique attraction of artistic, cultural and educational merit. As a kinetic sculpture and working clock, it aligns with existing Town Basin amenities such as Clapham's Clock Museum and the Sculpture Trail. It will enhance the Town Basin and Hatea Loop experience for locals and visitors.</p> <p>Good collaboration with local designers, local master carver and local businesses for the build.</p> <p>Council has accepted inheritance of the ongoing operation and maintenance costs of the amenity.</p>	<p>The Squash Club is located within the Mangakahia Sports Complex. The Club's facilities are over 40 years old, rundown and no longer fit for purpose.</p> <p>The toilets and changing rooms are unpleasant, unhygienic, and impractical. A full upgrade of the ablution block is proposed.</p> <p>The current entrance way is difficult to find, a safety concern after dark, and not easily accessible from the carpark. The club would like to shift the entrance way from the sports field side of the Complex to the carpark side, creating safe and direct access to the club.</p> <p>A third squash court is sought to support the current level of membership and future anticipated growth of the club, as well as inter-club tournaments. Currently, club nights need to be held over multiple nights to accommodate all the players, and the limitation of the viewing galleries creates a hazard for the number of people watching the play. The proposed third court will enable the club to play and socialise together on a single night.</p> <p>All three proposed renovations will enable more inter-club tournaments, and the facilities would be available for other activities hosted at the Sports Complex, such as the weekly touch nights (300 players) and community events.</p>	<p>The Northland Vintage Machinery Club has completed Stage 1 of its development plans, and is now seeking seed funding for Stage 2. The Club collects and restores vintage machinery with the intent to display these in a museum context at their Whangarei Museum and Heritage Park premises.</p> <p>Most of their restored equipment is housed in a cramped workshop situation, which is unsuitable for public access (particularly for safety and accessibility). The Club hosts school and special-interest groups, holds open days, and participates in Heritage Park events. Crank Up Day, when the machines are turned on and some rides given, is a very popular day with young families.</p> <p>The Stage 1 build of a fit-for-purpose museum display building is strong proof of the Club's ability to deliver a quality outcome for Heritage Park visitors.</p>	<p>The hapu of Taiharuru Marae are without a marae of their own, as theirs was the last in a series of marae in our district to be built. A marae is essential for cultural reasons, and needs to be by their urupa and land. The need for the facility by the hapu is strongly evidenced in their application.</p> <p>In addition, the facility will be an asset to the Whangarei Heads rural-coastal community. It will be able to cater for a wide range of community, educational and whanau activities, be a venue for Civil Defence emergencies, and provide for tourism opportunities in the area.</p> <p>The hapu has been working on this for decades, and the marae committee now has in place all building and resource consents, and all geo-technical, architectural and building plans.</p>

Applicant	The Whangarei Harbour Management Trust	Waipu Croquet Club	Whangarei Boys High School
Purpose	Seed/stage funding - civil works project management and mangrove removal	Leverage funding - new clubrooms	To expand the new proposed school auditorium to capacity of 1,300.
\$ Requested	\$129,000	\$80,000	\$150,000
\$ Recommended	Decline	\$40,000 Decline	
Total project cost	This stage: \$195,000 Total project: \$13,000,000	\$230,000	\$5,000,000
Contributions	Self: \$39,000	Self: \$58,000	Self: \$500,000 Ministry of Education: \$4,350,000
Comment on request and recommendation	Application was revised and resubmitted from last funding round. Overall project proposal has need and impact evident. Supporting this seed/stage funding request will enable the applicant to take an important step in the project's journey. However, this application is funding for personnel and plans rather than build, therefore recommending to decline this application this time.	Application was carried over from last funding round. Good application with need, impact, community support and readiness evident. Supporting this leverage funding request will enable the applicant to seek completion funding. A contribution of \$40,000 (on top of own contribution) will give the club 43% towards the project cost, therefore meeting the Lotteries threshold. Recommending supporting this application based on readiness and available budget in the Fund.	As this is above and beyond what the Grants Policy deems the Ministry of Education is responsible for, this application meets the criteria of this Fund. Insufficient information provided on sector and community support, along with theatre technical aspects. Recommending to decline this application this time due to insufficient information and other priorities in this funding round.
Patronage/usage	500 recreational boat users (200 boats); plus Hatea Loop users.	Membership of 50, plus wider community	1,300 school students, plus wider community
Focus	Urban District amenity Wide focus <u>Seed funding</u>	Rural Community amenity Narrow focus <u>Leverage funding</u>	Urban Amenity value unclear Focus unclear <u>Completion funding</u>
Readiness	Ready to engage project manager.	Ready to apply for funding. Concept drawings, architectural design and a geotechnical report have all been completed. The Club needs at least 30% leverage funding to be able to apply to Lotteries. This application would enable them to start applying.	Ready to start design phase and then tendering.
Alignment	Funding focus area - Recreation and Sport Efficient and resilient core services Positive about the future Whangarei 20/20 Momentum	Funding focus area - Recreation and Sport Efficient and resilient core services Proud to be local Active Recreation and Sport Strategy Positive Ageing Policy	Funding focus area - Arts and Culture Resilient core services Proud to be local
Timeline for payment (if granted)	N/A	Upon confirmation of co-funding of remainder, expiring 30 June 2020.	N/A

Applicant	The Whangarei Harbour Management Trust	Waipu Croquet Club	Whangarei Boys High School
Comment on application	<p>The Whangarei Harbour Marina Management Trust is developing a new marina at Okara, just south of Te Matau a Pohe bridge.</p> <p>The new marina is expected to bring economic benefit to the district, enhance the Hatea Loop and Town Basin waterfront precinct, and support other developments such as the Hundertwasser/Wairau Maori Arts Gallery and Hihiaua Cultural Centre.</p> <p>The total marina development project is estimated at \$12.8 million.</p> <p>The next stage in the project is the civil works project management, which includes design, drawings, geotechnical testing, procurement and site access works.</p>	<p>The Waipu Croquet Club want to build a new clubroom facility for their members, visiting members and the wider community.</p> <p>Their current facility is inadequate: a simple shed with no electricity, water, or bathrooms. Members and visitors currently rely on the generosity of the nearby bowling club and backpacker hotel which is inconvenient and unsustainable.</p> <p>The Club is located on the Caledonian Society grounds, and have support from the Society to build.</p> <p>The proposed clubrooms would provide a fit-for-purpose facility to accommodate the current and future needs of the club, as well as providing a resource for small group activities in Waipu. It includes a kitchenette, two bathrooms, disability access, and a small deck.</p> <p>The club membership is 50, of whom the majority are senior citizens. The club operates all year, offering a sport, social interaction and a sense of belonging for the older person.</p> <p>The club notes an increase in membership over recent years that they anticipate will continue to grow in line with the general population growth in the area.</p>	<p>Whangarei Boys High School is undergoing a whole school rebuild, totalling \$50m. Part of this includes the rebuild of the auditorium. The Ministry of Education's formula for funding allows for an auditorium seating 670 students only. With additional funding (their own plus this grant) would enable an auditorium capacity of 1,300.</p> <p>Meeting this request would benefit the school in being able to house all students at once. The applicant's intent is also for the facility to be able to used by all schools and the wider public - providing a 1,300-seat capacity venue for Whangarei, in line with Council's new theatre plans.</p> <p>This could provide value for money for ratepayers in the provision of a larger theatre space. However, sense of ownership and access may be hindered (even if just perception) by this belonging to a school.</p> <p>Plans, technical aspects of the theatre space, and evidence of community/sector support were not provided with this application.</p>

4.1 Annual Operating Fund 2019-20 - Tranche 2 allocations

Meeting: Community Funding Committee
Date of meeting: 14 August 2019
Reporting officer: Cindy Velthuisen, Community Funding Officer

1 Purpose

To allocate grants from the Annual Operating Fund 2019-20 to the Tranche 2 group of applicants.

2 Recommendation/s

That the Committee

1. Approves Annual Operating Fund grants for 2019-20 within its delegation, as follows:

a. Anawhata Museum Trust (Packard Museum)	\$9,000
b. Hikurangi Historical Museum Society	\$6,140
c. Jack Morgan Museum	\$4,100
d. Northland Youth Theatre	\$13,800
e. SeniorNet Bream Bay	\$1,245
f. Te Kowhai Print Trust	\$15,000

2. Recommends to Council to approve grants from the Annual Operating Fund above its delegation, as follows:

a. Northland Society of Arts (Reyburn House)	\$28,000
b. Ruakaka Recreation Centre	\$35,660
c. Waipu Centennial Trust Board (Waipu Museum)	\$76,725

3 Background

The Annual Operating Fund commenced in the 2010-2011 financial year, replacing the previous Three Year Grant Fund.

The purpose of the Annual Operating Fund is to give a rolling year over year funding cycle designed to provide ongoing operational support to selected organisations which provide valued services to the district.

The Fund is non-contestable; however, it has not often catered for increases to funding levels or inflation adjustments on the annual grants it provides.

4 Discussion – general

This year, the Fund application process has been split into two tranches. This allows for better alignment with applicants' financial years and more manageable workload for staff. Tranche 1 was presented for consideration in June. Tranche 2 is presented for consideration in this report.

Tranche 1 applicants (completed)	Tranche 2 (this report)
Citizens Advice Bureau Whangarei Creative Northland Mangakahia Sports Ground Society Multicultural Whangarei (new applicant) Northland Craft Trust (Quarry Arts Centre) Sistema Whangarei Tai Tokerau Emergency Housing Trust Volunteering Northland Whangarei Art Museum Trust Whangarei District Brass Inc. Whangarei Museum and Heritage Trust (Kiwi North) Whangarei Quarry Gardens Trust Whangarei Youth Space Trust	Anawhata Museum Trust (Packard Museum) Hikurangi Historical Museum Society Inc. Jack Morgan Museum Inc. Northland Society of Arts (Reyburn House) Northland Youth Theatre Trust Ruakaka Recreation Centre Inc. SeniorNet Bream Bay Inc. Shiloah Christian Ministries (Tornado Youth) Te Kowhai Print Trust Waipu Centennial Trust Board (Waipu Museum)

4.1 Requests

Two types of allocations are up for consideration in this funding round:

- General annual operating grant increase
- Inflation adjustment.

Shiloah Christian Ministries (for Tornado Youth) have chosen not to apply this year.

General increase

Of the nine applicants in Tranche 2, three have requested a general line increase in Annual Operating grant funding, totalling \$46,000. The available budget allows for partial increases only for these requests and these are presented for approval.

The total baseline increase recommended is \$18,000.

Inflation adjustment

The Local Government Cost Index (LGCI) is used for inflation adjustments for annual operating grants. This is currently 2.3%. This has been applied to those applicants not already recommended to receive a line increase.

The total inflation adjustment recommended is \$3,095.

4.2 Financial/budget considerations

The available budget for Tranche 2 this year is \$190,000. The current level of funding of these groups totals \$178,575 (this includes Shiloah Christian Ministries who have not reapplied).

The recommended total allocation for Tranche 2 this year is within budget at \$189,670, leaving a small surplus of \$330.

2018-19 level of funding	\$178,575
Tranche 2 budget for 2019-20	\$190,000
Recommended allocation for 2019-20	\$189,670
Surplus	\$330

4.3 Indicative figures for 2020-21

The proposed indicative annual operating grant figures for 2020-21 include the line increases and inflation adjustments. As such, the proposed total indicative figure for 2020-21 is \$189,670.

4.4 Risks and implications

Should any requests for baseline increases for this Tranche arise in 2020-21, these will not be able to be met with the current budget.

Any future funding applications from Shiloah Christian Ministries will not be able to be met with the current budget.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

6 Attachments

1. Assessment (Annual Operating Fund Tranche 2) – A3 sheets

Under separate cover

2. Applications book (Annual Operating Fund Tranche 2) – Part 1 and 2

Line Ref	Organisation	Anawhata Museum Trust (Packard Museum)	Hikurangi Historical Museum Society	Jack Morgan Museum	Northland Society of Arts (Reyburn House)	Northland Youth Theatre	Ruakaka Recreation Centre	SeniorNet Bream Bay
1	Current level of funding	\$ 7,000	\$ 6,000	\$ 4,000	\$ 20,000	\$ 13,500	\$ 34,860	\$ 1,215
2	Requested AOG Increase	3,000	-	-	30,000	-	-	-
3	Total requested for 2019-20	\$ 10,000	\$ 6,000	\$ 4,000	\$ 50,000	\$ 13,500	\$ 34,860	\$ 1,215
4	Recommended AOG Increase	\$ 2,000	\$ -	\$ -	\$ 8,000	\$ -	\$ -	\$ -
5	Inflation adjustment (LGC 2.3% rounded) (gets added to indicative figure for next year)		\$ 140	\$ 100		\$ 300	\$ 800	\$ 30
6	TOTAL AOG RECOMMENDED	\$ 9,000	\$ 6,140	\$ 4,100	\$ 28,000	\$ 13,800	\$ 35,660	\$ 1,245
7	Comment on request and recommendation	\$3k increase requested for resourcing (as per their Annual Plan submission). Need and impact of this increase is not clear. Given budget limitations and other requests in this round competing for priority, a partial increase of \$2k is recommended.	No change requested	No change requested	\$30k increase requested for resourcing - an office manager and accounts clerk, both 15 hours per week (0.7 FTE together). As a key asset on the Loop, and with strong community benefit and usage, Council would be justified in increasing its support, however this request is beyond the available budget, and other requests in this round compete for priority. Recommending a partial increase (\$8k). Income from fees and other sources are low - the Society could look at ways of increasing these to fund these positions further.	No change requested.	No change requested.	No change requested.
8	Patronage/usage	2,625	318	1,013	10,866	6,809	51,950	464
9	Paid/Volunteer FTE	2 paid; 2 volunteer	0 paid; 0.2 volunteer	0 paid; 2.5 volunteer	0.2 paid; 1.6 volunteer	1.0 paid; 0.25 volunteer (more during performances)	1.0 paid; 2.0 volunteer	0 paid; 2.5 volunteer
10	Notes on achievement against Performance Objectives	Meets most . Financial management: no cash reserves.	Meets some . Financial management: a loss is made most years. Organisational effectiveness: no evidence of planning activity or attempts to develop the museum. Sustainability: completely reliant on Council funding. Community reach: not evidenced. Positive impact: not evidenced.	Meets most . Financial management: some inconsistencies in how income and expenditure are accounted for across multiple periods, making it difficult to assess accurately. Organisational effectiveness: planning is minimal.	Meets all (subject to latest financials being uploaded to societies' register).	Meets all .	Meets all .	Meets all .
11	Comment on application and report	Visitor numbers are noted as increased by 570 since last year. Increased from 4 to 5 days operation over the summer period. Evidence of some new initiatives and attempts to develop the museum.		Evidence of some new initiatives and attempts to develop the museum. Collaboration with Woodturners Club for temporary exhibition, and other museums for support. This is the first year that visitor numbers have been provided.	Good evidence of community need, usage and benefit through the gallery, heritage house and gardens, workshops, and studio hire. Evidence of new initiatives and attempts to develop the gallery and studio, including the development of new 5-year business plan, use of gallery shop flags on the walkway, and plans to increase use of social media and digital tech.	Provides opportunities for youth in performing arts, with a focus on youth-led initiatives and leadership development. Good collaboration on projects with local performing arts groups, Whangarei Quarry Gardens and local businesses for site-specific works. Identifies spaces to activate for free and innovative performances, such as Quarry Gardens and Quality Street. Strong in planning and reflecting.	Provides an affordable venue for a wide range of physical and social activities. The Centre has been successful in securing funding for facility improvements.	Provided 106 courses/workshops to 127 students (464 enrolments) for seniors in the use of digital devices and applications. Good planning. Modest, niche operation.

Line Ref	Organisation	Shiloah Christian Ministries (Tornado Youth)	Te Kowhai Print Trust	Waipu Centennial Trust Board (Waipu Museum)	Totals
1	Current level of funding	\$ 10,000	\$ 7,000	\$ 75,000	\$ 178,575
2	Requested AOG increase	\$ -	\$ 13,000	\$ -	\$ 46,000
3	Total requested for 2019-20	\$ -	\$ 20,000	\$ 75,000	\$ 214,575
4	Recommended AOG increase	\$ -	\$ 8,000	\$ -	\$ 18,000
5	Inflation adjustment (LGC1 2.3% rounded) (gets added to indicative figure for next year)	\$ -		\$ 1,725	\$ 3,095
6	TOTAL AOG RECOMMENDED	\$ -	\$ 15,000	\$ 76,725	\$ 189,670
7	Comment on request and recommendation	Chose not to apply this year. No grant allocated. Will need to apply via contestable funding in future.	\$13k increase requested in response to significant challenges identified. TKP have identified a need to make their premises fit for purpose, appropriately store and exhibit their historical print archive and print-making equipment (nationally significant), and implement new initiatives to generate income. TKP has potential for our district and their funding levels are low. An increase of \$8k is recommended based on available budget.	No change requested.	
8	Patronage/usage		846	7,301	
9	Paid/Volunteer FTE		0.3 paid; 0.3 volunteer	2.2 paid; 12.6 volunteer	
10	Notes on achievement against Performance Objectives		Meets most . Organisational effectiveness: strategic plan appears light in detail (only overview provided) and no evidence of review against previous plan.	Meets all.	
11	Comment on application and report		Provided for 408 studio users, 238 workshop students, 200 tourists/visitors, through classes, events, exhibitions and studio hire. Citing growth of 20% for studio members, and continued oversubscribed classes. TKP have reviewed and improved their accounting and governance practices, and continue to improve service delivery and processes. Good levels of collaboration. Noted several personnel changes, however this has acted as a positive catalyst.	Provided for 7,301 museum admissions, and over 55,000 total visitors (shop, information centre). Good community and iwi engagement and consultation. Noted setbacks with PGF funding and with server damage resulting in significant data loss. Also noted personnel changes. Good planning and vision for the museum and wider heritage precinct.	

6.2 Decision-making over the election period

Meeting: Whangarei District Council
Date of meeting: 29 August 2019
Reporting officer: Tracey Schiebli (Manager Democracy & Assurance)

1 Purpose

To establish a process for decision-making, and to clarify the Northland Civil Defence Emergency Management Group Committee representation, during the election period.

2 Recommendations

That the Council:

1. notes that the final Council meeting will be held on 26 September 2019 and that all other normal meetings will cease then.
2. delegates to any two of the Mayor, Deputy Mayor, and chairperson of a committee, the power to make, on behalf of the Council, urgent decisions that may be needed between the final council meeting and the day the term of office of current members ends.
3. notes that if a significant matter requires consideration following the final Council meeting and up to the end of the term of current members, an extraordinary Council meeting will be called.
4. delegates to the Chief Executive, the full powers of Council, except for those responsibilities duties and powers specifically excluded in clause 32(1)(a)- h) of Schedule 7 of the Local Government Act 2002 or in any other Act, from the day after the Electoral Officer declares the result of the election until the convening of the first meeting of the new Council, scheduled for 31 October 2019.
5. delegates to the Mayor, and two Councillors, the power to make, on behalf of the Council, urgent decisions that may be needed between the first meeting of the new Council, scheduled for 31 October 2019, and the appointment of Deputy Mayor and committee chairpersons.
6. notes that if a significant matter requires consideration following the first meeting of the new Council and the appointment of Deputy Mayor and committee chairpersons, an extraordinary Council meeting will be called.
7. notes the areas currently identified where decisions may be required during the election period.
8. notes that if any urgent decision-making process is employed during this period it will be reported to Council or relevant Committee, as soon as practicable in the new Triennium.
9. notes that the Northland Civil Defence Emergency Management Group Committee continues during the election period.

10. approves Her Worship the Mayor to continue as Council's representative on the Civil Defence Emergency Management Group Committee and approves the incoming Mayor as the Council's representative on that committee until the incoming Council has appointed its new representative.

3 Discussion

Elections will be held on 12 October with the current Council going out of office on the day after the Electoral Officer declares the results of the local body elections (anticipated to be between 17 and 23 October). Committees also cease to exist from the day after the declaration date, except the Civil Defence Emergency Management Group Committee.

Incoming elected members cannot act as members until they have made their statutory declarations at the inaugural meeting which is scheduled for 31 October 2019. The incoming Mayor will then establish a new committee structure, with chairpersons, at some point following the inaugural meeting.

This report addresses the need for:

- Delegations required to make any urgent decisions from the last meeting of council until the official results declaration; the period between the new Council coming into office and the inaugural meeting, and the period between the inaugural meeting and appointment of the Deputy Mayor and committee chairs.
- Northland Civil Defence Group representation during this election period.

3.1 Decision making

There are two periods of time where decision-making is affected by the election; the period from the last meeting of Council until the official declaration of the election results, and the period from the declaration of results until the incoming Council is sworn in at the inaugural meeting on 31 October 2019.

Following the swearing in of the new Council, there may be a delay in appointment of the Deputy Mayor and committee chairs, hence the need for alternative arrangements over this period.

Prior to the official declaration

For the period from the final Council meeting on 26 September to the official declaration of results, it is recommended that political decision-making occurs in two forms;

- a) For any significant matter that needs addressing, a full Council meeting will be called.
- b) For any other matter that requires an urgent decision, any two of the Mayor or Deputy Mayor, and Committee Chair, be delegated to decide the matter.

After the official declaration

For the time between when the new elected members come into office and when they can act as a member of the local authority, it is recommended that Council delegate its powers, including financial delegations (excepting those it is excluded from delegating under the Local Government Act 2002 or any other Act), to the Chief Executive.

For clarity, the responsibilities, powers and duties that Council is unable to delegate (Clause 32(1)(a) to (h) of Schedule 7 LGA), are:

- (a) the power to make a rate; or
- (b) the power to make a bylaw; or
- (c) the power to borrow money, or purchase or dispose of assets, other than in accordance with the LTP; or
- (d) the power to adopt a LTP, Annual Plan, or Annual Report; or
- (e) the power to appoint a Chief Executive; or
- (f) the power to adopt policies required to be adopted and consulted on under this Act in association with the Long-Term Plan or developed for the purpose of the local governance statement; or
- (g) (repealed)
- (h) The power to adopt a remuneration and employment policy.

This is a procedural decision to enable efficient decision-making to occur if there is a need during this period. Existing staff delegations will remain in place.

Any decisions made under this delegation will be reported back to Council or relevant Committee, as soon as practicable in the new Triennium.

Delegations are also required for the period between the inaugural meeting where elected members are sworn in, and appointment of the Deputy Mayor and committee chairs, as this may take some time. For this period, it is recommended that political decision-making occurs in two forms;

- (a) For any significant matter that needs addressing, a full Council meeting will be called.
- (b) For any other matter that requires an urgent decision, the Mayor, and two Councillors will be delegated to decide the matter.

3.2 Civil Defence Group Continuance

The Civil Defence Emergency Management Act 2002 (CDEM Act) requires every council to establish a Civil Defence Emergency Management Group for the purposes of Civil Defence emergency management.

The CDEM Act (Section 12.2) ensures the Civil Defence Emergency Group Joint Committee remains in existence following local elections. The intention is to ensure that political oversight can be provided should an emergency occur between the time Councils' go out of office and the subsequent appointment of local authority members to their respective CDEM Group.

To provide continuity until the new appointments have been made, the existing members of the CDEM Group Joint Committee should be deemed to continue representation on the committee. Her Worship the Mayor, Council's current

representative should continue as Council's representative and if not re-elected, the incoming Mayor shall be the Council's representative until the incoming Council has appointed its new representative.

If an emergency arises following a local election but before members are sworn in and emergency powers are needed, a state of local emergency can be declared by the Minister of Civil Defence for the CDEM Group area, or any district or ward within that area.

4 Decisions that may be required over the election period

At the time of writing this report, three decisions have been identified that may require exercise of the recommended delegations during the election period.

4.1 NECT stadium lighting upgrade – CON 19039

In July 2021, the Whangarei District Council is co-hosting the Women's Rugby World Cup, in partnership with Auckland Tourism, Events and Economic Development. Hosting the event at the NECT stadium requires upgrade of the floodlighting to meet television broadcasting standards. To enable the lights to be ready in time for the event requires the design build contract needs to be awarded as soon as practicable, to allow the Resource Consent process to proceed. The timeline for completion of the consent process needs to contemplate public notification of the consent. The current timing of the project means it is likely that the contract will not be ready for approval to award until after the September Infrastructure Committee and Council meetings.

Although the estimate for this upgrade falls within the Chief Executive's delegated authority, there is a possibility that the award value may exceed the current delegation of \$3.5 million.

4.2 New Town Basin Park physical works – CON 18078

The New Town Basin Park project (formerly Car Park to Park) envisages the transformation of the informal carpark area between the Victoria Canopy Bridge and Dent Street into a regionally significant park that will be a destination and provide a vital connection between the CBD and the Town Basin. The current cost estimate for this procurement is estimated to be above the Chief Executive's delegated authority of \$3.5 million.

In accordance with the Whangarei District Council's Procurement Policy the Procurement Plan was approved by the relevant Council Committee, in this case the Infrastructure Committee on the 9th of May 2019. Whangarei District Council's Procurement Policy also requires that the Infrastructure Committee approve the award of the contract.

The timing of the project has always worked around starting construction in January 2020 to ensure that the park has been completed before Hundertwasser opens near the end of 2020.

The current timing of the project means it is likely that the contract will not be ready for approval to award until after the September Infrastructure and Council meetings. With elections occurring at the end of the year, it is likely that the Infrastructure Committee will not be available to award the contract until after the planned start date in January.

If this occurs, there is a risk that the park will not be completed before the Hundertwasser opening.

4.1 Camping in Public Places Bylaw

Whangarei District Council is currently undertaking improvements to car parks at Bascule Park and Tamatarau. These car parks currently have designated camping sites in the Camping in Public Places Bylaw. Following the completion of the improvements works at these car parks the Camping in Public Places Bylaw will need to be amended to reflect the new layouts. This will not change the number of designated sites, but will change the location of the designated sites to reflect the new layouts of the car park.

Due to the timing of the completion of these improvement works, the Camping in Public Places Bylaw will likely need to be updated over during October in order to have the revised designated camping sites in place before Labour Weekend.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

If a significant decision is required, these will be considered in the context of Council's Significance and Engagement Policy, and in accordance with recommendation three.

6.3 Whangarei District Council Submission to the Productivity Commissions draft report on Local Government Funding and Financing

Meeting: Whangarei District Council
Date of meeting: 29 August 2019
Reporting officer: Tony Horton (Manager – Strategy)

1 Purpose

To seek Council approval to submit on the Productivity Commission's draft report on Local Government Funding and Financing.

2 Recommendations

That Council;

1. Approves the submission to the Productivity Commission.
2. Authorises the Chief Executive to make any minor amendments to text and graphics of the submission.

3 Background

Central Government asked the Productivity Commission to identify whether the existing funding and financing arrangements are suitable for enabling local authorities to meet current and future cost pressures. In response to this request, the Productivity Commission released an issues paper in November 2018, which Whangarei District Council (WDC) provided feedback on.

The issue paper and the feedback received have informed a draft report, which was released by the Productivity Commission on 4 July 2019. This agenda item seeks Council approval for the attached submission to this draft report.

4 Discussion

4.1 Findings of the draft report

The draft report makes 67 findings and 30 recommendations.

In summary, draft report recommendations in respect of new funding tools are generally positive.

The report finds that the current funding and financing framework measure up well against the principles of a good system. The current system, based on rating properties, is simple

and economically efficient, compared to alternatives. The current system should therefore remain as the foundation of a fit-for-purpose future funding and financing system for local government.

However, it also identifies four key areas where the existing funding model for councils is insufficient to address cost pressures, including the demand for infrastructure in high-growth areas, tourism hotspots, unfunded mandates and climate change adaptation

The report's findings are summarised below:

- The current funding and financing framework (based on property rates) is generally sound.
- Better use could be made of existing tools (through better local government decision-making and operational performance, and through rejigging the criteria for funding decisions).
- New tools are required for the specific cost pressures of:
 - Supplying enough infrastructure to support rapid urban growth (see comment on this below);
 - Adapting to climate change (recommendations: central government led frameworks and data for decision-making, extending NZTA's role in funding councils with roads and bridges at threat from climate change, establishing a climate-resilience agency and associated fund);
 - Coping with the growth of tourism (recommendations: accommodation levy, more user-pays, provide funding from the international visitor levy);
 - The accumulation of responsibilities placed on local government by central government (recommendations: a reset of the relationship - to ensure appropriately designed and regulated funding systems).
- The report also recommends a new regulatory regime for the three waters.

4.2 Whangarei District Council approach to the submission

Our submission has been structured into three sections:

- A summary of the key findings of the report
- Key points in relation to the report's recommendations
- Response to the questions raised by the productivity commission

The draft report is wide ranging so we have focused our response on matters that we raised in our previous submission to the Productivity Commissions issue paper, which was released in November 2018.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via the Agenda publication on the website. The draft report on Local Government Funding and Financing is open to all public to make a submission.

6 Attachments

1. WDC Submission on the Productivity Commission draft report on local government funding and financing.
2. Productivity Commission One Page Briefing Paper
3. Productivity Commission – 'At a glance', summary of the draft report on local government funding and financing

Local government funding & financing at a glance

Terms of Reference

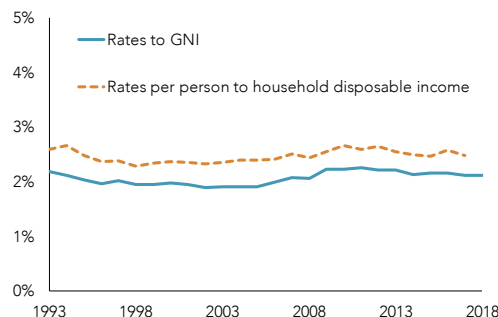
- Understand the drivers of local government costs, now and into the foreseeable future
- Assess the adequacy, efficiency, sustainability, equity and affordability of the existing local government funding and financing framework
- Advise whether new or improved approaches are required

The inquiry evidence base:

- 136 submissions
- 70+ engagement meetings
- Four in-depth case studies
- Expert advice and input



Rates have grown in line with population and incomes



Local government spending growth has been focused on essential infrastructure

- Roading and 3 waters accounted for 56% of capex over the last decade
- Capex has had flow-on effects to opex (depreciation and interest)
- The prices faced by local government grew faster than those for general consumers
- Real local government expenditure growth per person has been modest (1.2% a year)
- Debt has risen significantly, but for most councils and the sector as a whole, is not a concern

The current funding and financing framework is broadly sound

- Radical reform is not required; and there is no clearly superior alternative to a property-tax-based system
- However, there is significant scope for councils to make better use of the current funding tools, and improve their performance, productivity and decision making

The best way of using the current funding tools

- The "benefit principle" should be the primary basis for deciding who should pay for local government services
- Councils should consider "ability-to-pay" in a second step, taking into account central government's primary role in income distribution
- Local services should be funded by local ratepayers. Where local services also benefit national interests, central government should contribute funding
- User charges or targeted rates should be used wherever possible and efficient

Better use of existing tools

General rates
Targeted rates (incl. uniform charges)
Fees and user charges
Development contributions
Central government funding
Debt

Funding pressures

- 1 Meeting the demand for infrastructure in high-growth areas
 - 2 Tourism hotspots
 - 3 Unfunded mandates
 - 4 Climate change adaptation
- Case study: 3 waters performance

Funding gaps



Reforms and new tools

- Special Purpose Vehicles
- Volumetric charging for wastewater
- Road congestion pricing
- Value capture
- Payment based on new building work
- Accommodation levy
- Portion of the international visitor levy
- "Partners in Regulation" protocol
- Extended NZTA model
- Local Government Resilience Fund and Agency
- Nationally-led science and legal framework
- New regulatory regime and regulator

Equity and affordability

- There is little or no evidence that rates have become less affordable over time, even for lower-income households
- Rates Rebate Scheme is inefficient and inequitable – replace it with a national rates postponement scheme
- Statutory 2-step process for rate-setting (based on the benefit principle and ability to pay)
- Remove differentials, uniform annual general charges and 30% cap on uniform charges

Improved decision making and performance

- Capability building
- Mandatory, independently-chaired assurance committees
- Streamlined Long-Term Plans
- Fundamental review of performance reporting regime
- Encourage uptake of existing performance improvement and benchmarking programmes



At a glance

Local government funding and financing

Draft report – July 2019



The Government has asked the Productivity Commission to undertake an inquiry into local government funding and financing. The Government wants to know whether the existing funding and financing arrangements are suitable for enabling local authorities to meet current and future cost pressures.

This *At a glance* summarises the main findings and recommendations from the Commission's draft report. Your feedback and submissions on the draft report are invited by **29 August 2019**.

High-performing local government is vital for community wellbeing

Local government matters a great deal to communities and the wellbeing of New Zealanders. High-performing local government can provide greater access to housing; better protection of New Zealand's natural environment and cultural values; strong, engaged communities; and quality infrastructure at the right time in the right place.

If councils struggle to deal with rising costs, or are not incentivised to improve their performance, communities are unlikely to reach their potential. The funding and financing framework for local government must incentivise good performance, and enable local authorities to deliver quality amenities and services that reflect the preferences and aspirations of their communities.

The current funding and financing framework is broadly sound

Local authorities currently have a wide range of funding and financing options, which gives them considerable flexibility in how they raise revenue.

The current funding and financing framework measures up well against the principles of a good system. The current system, based on rating properties, is simple and economically efficient, compared to alternatives, such as local income taxes. Wholesale change to a radically different model would be expensive, disruptive and uncertain.

The current system should therefore remain as the foundation of a fit-for-purpose future funding and financing system for local government. However, councils need new tools to help them deal with some specific cost pressures.

There is scope for councils to make better use of existing tools

Many councils could make better use of the funding tools they already have available to them, and better organisational performance and decision making would also help to relieve funding pressures. Council decision making and broader performance also need to be more transparent.

Changes are needed to strengthen governance and increase the transparency of council performance. All councils should have an assurance committee that is independently chaired; and the legislative requirements for councils' Long-Term Plans should be clarified and streamlined. In addition, the current performance reporting framework for local government is not fit-for purpose. It requires fundamental review, aimed at significantly simplifying and improving the required financial and non-financial disclosures.

The best way to use the current funding tools

The Commission favours the "benefit principle" as the primary basis for deciding who should pay for local government services. That is, those who benefit from (or cause the need for) a service should pay for its costs. Councils may also use "ability to pay" as a consideration, taking into account central government's primary role in income distribution. Where local services also benefit national interests, central government should contribute funding. User charges or targeted rates should be used wherever it is possible and efficient to do so.

Improving equity

There is little or no evidence that rates have generally become less affordable over time. However, legislative changes are needed to make the current funding system more equitable and transparent, including changing rating powers to give more prominence to the benefit principle, phasing out the current rates rebate scheme (which is not equitable or effective), and introducing a national rates postponement scheme.

New funding tools are needed to address key pressures

The Commission has identified four key areas where the existing funding model is insufficient to address cost pressures, and new tools are required:

- supplying enough infrastructure to support rapid urban growth;
- adapting to climate change;
- coping with the growth of tourism; and
- the accumulation of responsibilities placed on local government by central government.

These pressures are not distributed evenly across councils, because they face widely differing circumstances. In addition, small rural and provincial districts are facing particular challenges in funding essential infrastructure and services. These councils need to be open to scalable new technologies and alternative organisational arrangements. They may also require support from central government to make the necessary investments.

New funding and financing tools for growth infrastructure

The failure of high-growth councils to supply enough infrastructure to support housing development has led to some serious social and economic problems. Councils currently have funding and financing tools to make growth “pay for itself” by ensuring revenue for new property developments is derived from new residents rather than existing ratepayers. However, the long time it takes to recover the costs of development, the risks involved, debt limits, and the continued perception that growth does not pay for itself are significant barriers.

Value capture and user charging would help growth “pay for itself”

The Commission has previously recommended a new “value capture” funding tool for councils. This tool would raise revenue because property owners who enjoy “windfall gains” in their property value as a result of nearby publicly-funded infrastructure investment would be required to pay a portion of this gain to the council. Such a tool, combined with powers for councils to levy road-congestion and volumetric wastewater charges, would help give councils sufficient means to fund growth.

Special Purpose Vehicles could help councils nearing their debt limits

Special Purpose Vehicles (SPVs) are a financing option for new development, that involve debt sitting off a council’s balance sheet. This provides a means for high-growth councils approaching their debt limits to continue to invest in development. The Commission supports the Government’s current work around expanding the use of SPVs to brownfields development.

Considering two additional options

To address the perception that growth does not pay for itself, the Commission recommends considering a **new funding stream from central government** to local authorities, based on new building work put in place within an authority’s boundary. This can be justified because of the strong national interest in an adequate supply of infrastructure-serviced land and new houses. The Commission seeks feedback on the advantages and disadvantages of such a payment scheme, and how it could be designed. The Commission is also seeking submissions on whether a **tax on vacant land** would be a useful mechanism to further improve the supply of land for housing.

Adapting to climate change is a significant challenge

As the impacts of climate change unfold over coming decades, local authorities will face a significant and growing challenge. Future sea-level rise and increased flood risk from climate change directly threaten local government infrastructure such as roads and bridges, as well as stormwater, wastewater and flood-protection assets. Moreover, councils are responsible for planning and regulating development on at-risk land.

To help local government prepare for the impacts of climate change, **central government should take the lead** on providing high-quality and consistent science and data, standard setting, and legal and decision-making guidance. Institutional and legislative frameworks also need to move from their current focus on recovery after an event towards reducing risk before an event.

The Government should **extend the role of the New Zealand Transport Agency** in co-funding local roads to include assistance to councils facing significant threats to

the viability of local roads and bridges from climate change. The Commission also recommends that the Government creates a **climate-resilience agency and associated fund** to help at-risk councils redesign, and possibly relocate and rebuild, wastewater, stormwater and flood-protection infrastructure threatened by the impacts of climate change.

Funding support for tourism hotspots

The large and rapid increase in tourism is placing considerable pressure on several types of “mixed-use” infrastructure in popular tourist destinations, such as local roads, parking, public toilets, water and wastewater. Tourists are not paying the full cost of the demands they are placing on this infrastructure.

The Government should legislate to enable councils in tourist centres to implement an **accommodation levy**. Councils in tourist centres should also make greater use of **user pays** for mixed-use facilities. For small councils that cannot reasonably use either accommodation levies or user pays, the Government should provide **funding from the international visitor levy**.

Need to reset the relationship with central government

Another cause of funding pressures on local government is the continued accumulation of tasks and responsibilities passed from central government, without adequate funding means. The Commission sees significant value, and has previously recommended, that central and local government work together to develop a “**Partners in Regulation**” protocol. This would involve the co-design and joint-implementation of appropriately-funded regulatory regimes, and would promote a more constructive relationship between central and local government.

A new regulatory regime for the three waters

Improving the safety and environmental performance of three-waters services (drinking water, wastewater and stormwater) will be expensive, and will create additional funding pressure on councils. A new approach that both rigorously enforces minimum standards, and is permissive about how councils meet these standards would substantially improve the performance of the three-waters sector. The new regime would be administered by an independent regulator, such as the Commerce Commission. The performance regime would be permissive and flexible, but have a backstop arrangement applied to councils that fail by a specified time period to lift their performance sufficiently to meet minimum health and environmental standards.

Read the full version of the draft report and make a submission at www.productivity.govt.nz, email us at info@productivity.govt.nz or call us on 04 903 5150.

The **New Zealand Productivity Commission** is an independent Crown Entity. It conducts in-depth inquiries on topics selected by the Government, carries out productivity-related research, and promotes understanding of productivity issues.

In reply please quote WDC Submission on Local Government Funding and Financing
Or ask for Tony Horton, Manager - Strategy

New Zealand Productivity Commission
PO Box 8036
The Terrace
Wellington
6143

Forum North, Private Bag 9023
Whangarei 0148, New Zealand
P +64 9 430 4200
E mailroom@wdc.govt.nz
www.wdc.govt.nz

29 August 2019

Tēnā koe

Whangarei District Council Submission to the Productivity Commission Draft Report on Local Government Funding and Financing

Introduction

Whangarei District Council (WDC) welcomes the opportunity to provide feedback on the draft report on Local Government Funding and Financing prepared by the Productivity Commission (draft report). In general, WDC is supportive of the comprehensive way the Productivity Commission has conducted this inquiry.

WDC endorses the submissions made by Local Government New Zealand (LGNZ), the Society for Local Government Managers (SOLGM) and the Upper North Island Strategic Alliance (UNISA). We consider that these submissions accurately and appropriately represent our views on the matters raised in the draft report.

WDC wishes to highlight several points in addition to the submissions by LGNZ, SOLGM and UNISA. These points are outlined in three sections:

1. Summary of Whangarei District Councils Submission
2. Additional submission points
3. Response to Productivity Commissions questions

1. Whangarei District Councils submission

WDC supports the high-level findings of the report, including:

- The current funding and financing framework (based on property rates) is generally sound.
- Better use could be made of existing tools (through better local government decision-making and operational performance, and through rejigging the criteria for funding decisions).
- New tools are required for the specific cost pressures of:
 - Supplying enough infrastructure to support rapid urban growth;

- Adapting to climate change
- Coping with the growth of tourism;
- The accumulation of responsibilities placed on local government by central government.

Additional points to Whangarei District Councils Submission

Powers to Rate

We support the Productivity Commissions conclusion to keep the current system of general rating powers.

Development contributions

We acknowledge how important development contributions are in funding infrastructure, particularly as our District is rapidly growing. We support that the Crown should pay development contributions, noting that in smaller Districts, Crown can be responsible for significant scale of development with corresponding demands on infrastructure.

In light of the proposed review and changes to the Resource Management Act, we recommend this report also identifies the reinstatement of financial contributions as another funding tool available to Councils.

Rates rebates

We note that the report recommends that the Rates Rebate Scheme is considered inequitable and needs replacing.

We strongly consider that the Rates Rebate approach should be retained and that greater rates assistance is required for low income households.

Whangarei District has some of the most deprived communities in New Zealand (based on median income levels and deprivation index indicators) and therefore we have a relatively large number of households which struggle with the ongoing affordability of rates. This has been further exacerbated through ongoing increases in living costs which generally have not been matched by corresponding increase in household income.

The proposal to postpone rates payments does not adequately address our concerns. It merely defers the payment of rates, rather than our preferred approach of alleviating the burden of rates on low income households through a rebate.

Therefore, we strongly recommend that the rebates scheme should remain and be supported with greater funding to assist low income households.

Local government performance reporting

We acknowledge that the current approach to performance reporting is problematic, and we welcome the points raised in relation to this issue. However, we would recommend that the existing mandatory measures which relate to performance relating to transport, water, waste water and stormwater be removed, in favour of Councils being able to set their own measures which better reflect our communities priorities.

We would welcome greater guidance around setting effective and meaningful levels of service and measures, and we note that SOLGM is in the process of developing such guidance.

Tourism levy

We support the Productivity Commissions findings that responding to tourism is presenting councils with funding challenges. We support the reports finding which includes:

- councils can implement an accommodation levy to recover the tourism induced costs of providing local mixed-use facilities
- the crown should provide funding from the international visitor levy for councils responsible for small tourist hotspots which cannot reasonably recover all their operating costs.

We consider that it is important that councils have a degree of discretion to determine how best to use any funding from a levy as we are best placed to respond to local needs and the impact tourism is having on our communities. The primary focus for our District will be to fund expenditure on tourism related infrastructure. However, the levy could also be used to support events and attractions.

We consider that any funding from a national visitor levy must be managed in such a way that funding is fairly distributed to hotspot areas such as Whangarei, rather than be focused on the major destinations such as Auckland.

Certainty of funding

Certainty of funding is an issue raised in our submission to the Productivity Commissions issues paper. Although the issue has been looked at in the draft report, we feel the need to again stress its importance.

Local government provides long term infrastructure with long term planning and implementation timeframes.

Stable long term policy and funding is a crucial aspect of the efficient and effective provision of infrastructure. Unfortunately, there seems to be no system in Central Government which aligns to long-term planning of local government (although the New Zealand Infrastructure Commission has been established to address this. Consequently, long-term programmes can be cancelled or re-prioritised by an incoming Government with little awareness of the damage caused by those decisions.

The election of a new Government has resulted in several changes to nation-wide funding priorities, to which Council is required to adapt. In some cases, (mainly in transport) previously programmed projects have lost funding at short notice and in other cases (e.g. tourism facilities) additional Central Government funding has become available for new projects, with an expectation that local government will make a significant and ongoing financial contribution.

Because of the strict planning and budgetary processes set out in the Local Government Act, it can be difficult to respond to these rapid changes in Government priorities. Councils need to work with the Government to achieve more flexible planning and budgeting processes for local government or to obtain longer implementation times for Government changes. The suitability of local government financing and funding is currently being looked at by the Productivity Commission and the outcomes of that review may assist in future.

Climate change

We welcome the focus from the Productivity Commission on the issues relating to climate change, and Councils ability respond.

We support the draft reports commentary that the impacts of climate change will be beyond our capacity to manage alone. Therefore, we support the draft reports recommendations to:

- set standards for information gathering to ensure decision making is well informed
- legislate to guide decision making on development and land use in at risk areas
- provide funding to support investment in roading, stormwater and wastewater investment to manage impacts.

Without legislative guidance councils, will find it challenging to address the impacts of climate change in a robust manner. Decision making for issues such as managed retreat will need a strong legislative framework beyond just funding and financing.

We consider that central government funding will be essential to manage the impact of climate change on our communities. The challenges of climate change will likely need significant investment and funding, which Councils will struggle to deliver within existing funding frameworks. Central government funding will be essential but to ensure the best returns from this investment the key decisions will need to be made locally where the knowledge and expertise rests.

We also consider that there may be fluctuations in the relative value of coastal properties (compared to inland, as well as specific coastal locations) in the future which may not correlate with funding needs for adaptive approaches to managed retreat or infrastructure relocation. This has the potential to lead to inequitable rates apportionments (based directly on value), and the tools and processes Councils have to adjust are inadequate. For example, through defining an area of benefit for a targeted rate, and then consulting and getting adequate support from those required to pay which may include property owners at sea level (inhabitable in the future) and those on land at lower risk (the new beachfront).

2. Whangarei District Council response to the questions outlined in the Productivity Commissions draft report

Q3.1 Is the current methodology for preparing the Local Government Cost Index sufficient for forecasting the prices that local authorities are likely to face? If not, should the methodology be improved, such as by one or more of:

- carrying out more frequent reweighting;
- including output indices;
- and disaggregating by council type?

WDC response:

We consider that there is merit in investigating improvements to the methodology for preparing the Local Government Cost Index. As noted in our feedback to the Productivity Commissions issues paper, we recognise the challenges in this area. We consider that there may be merit in exploring the three options of more frequent reweighting, output indices and disaggregation by council type.

Q4.1 To what extent are the Treaty-related costs associated with fulfilling the obligations and requirements under local government statutes “business as usual” for councils? And to what extent should they be considered costs incurred to fulfil obligations on behalf of the Crown under the Treaty of Waitangi?

WDC response:

We are currently supporting ongoing treaty settlement negotiations within our District, which may result in a form of co-governance and environmental remediation.

The single biggest issue for our Council is the insufficiency of current Crown policy for the funding of co-governance, which is limited to initial set-up costs, and operational funding for a maximum of 3 years, this is partly predicated on the that the Crown position is that this is business as usual for Council.

We support Treaty settlements as a way for the Crown to address past injustices and breaches by the Crown of Te Tiriti o Waitangi / the Treaty of Waitangi. We are also committed to implementing, in a fair manner, Treaty settlement redress involving councils.

Co-governance bodies, however, are provided by the Crown as redress to settle long-standing historical grievances of Māori, including grievances relating to the loss and degradation of natural resources over 152 years. Local body authorities are not the Crown and we undertake these arrangements on the Crown's behalf. Co-governance bodies also create an additional layer to the already complex process councils must follow under the Resource Management Act 1991.

In this way, Treaty settlement co-governance bodies are not 'business as usual' for local government, and costs associated with them should not be borne alone by local government and current local ratepayers, including participating iwi and hapū.

Therefore, our view is that the current approach of the Crown to treaty settlement funding for co-governance will:

- will fail to achieve the sustainable and enduring long-term outcomes sought by a Treaty process
- be unaffordable for local government and ratepayers, particularly for smaller authorities.

Q5.1 The Commission is seeking more information on the advantages and disadvantages of reducing the frequency of Long-Term Plan (LTP) reviews, while retaining the requirement for annual plans. What would be the benefits, costs and risks of reducing the frequency of LTPs, from every three years to every five? What if five years were a minimum, and local authorities were free to prepare LTPs more frequently if they wished?

WDC response:

The advantages of reducing the frequency of the LTP could relate to reduced need of resources (going from every 3 years to every 5 years). The LTP processes, such as consultation and engagement could be improved through the additional available resources. The 5-year approach may also help to minimise consultation fatigue with our communities.

The disadvantages are that an incoming Council may want to change the direction of the LTP and would have limited opportunity to do so as the 5 years would extend beyond the election cycles. With the Local Government environment under constant change, both from central government decisions and changes within our district, budgeting assumptions can quickly become redundant. We consider that extending LTP review timeframes would put greater emphasis on the Annual Plan processes and therefore may not deliver any meaningful efficiencies or gains. Furthermore, Annual Plans in years 4 and 5 may vary significantly from the LTP.

In addition to this, if the frequency was pushed out to 5 years, there could be an increased pressure for LTP amendments. LTP amendments are audited which would add to inefficiencies. It would disadvantageous for the frequency of LTPs to extended if it deterred council from making changes to avoid LTP amendments.

Currently all councils embark on an LTP process at the same time. This assists in the sharing of information, provision of guidance to the sector and ability to address cross-boundary issues. If Councils had the flexibility to choose when to undertake an LTP process, these advantages would be lost.

Any changes would need to consider the level of detail an LTP provides. Currently the detail is focused on the LTP years 1 – 3, with the remaining years being indicative only because this will be reviewed through the next LTP.

We support a review of the Local Government Act to reduce the complexity, duplication and detail of the LTP process. The aim of such a review would need to strike a balance between ensuring that LTP is strategic but also usefully communicates what a Council will do over the next 10 years and how it means to fund it.

Q5.3 Would establishing a capital charge for local authorities be an effective way of incentivising good asset management? What would be the advantages and disadvantages? Are there other, more effective ways of encouraging better asset management practices in local government?

WDC response:

We suggest that further discussion and information is required on this issue. Application of capital charge may be beneficial for decision making and asset management, but we foresee difficulty in applying such an approach beyond smaller scale decisions such as ownership and management of community facilities.

Application to the entirety of an infrastructure network or asset base could be overly complex without necessarily incentivising improved asset management.

Improvements could be achieved through the development of more consistent methodologies and content for asset planning. This should be developed with the aim to improve the robustness and clarity of asset management plans for both our communities and elected members.

A key part of asset planning is around business cases for capital works. This is an area where we feel there is lack of consistency, largely due to the resources needed to carry out such assessments. There may also be a case to better align the parameters of the business cases with other bodies, particularly if there is an opportunity for co-funding or subsidy (e.g. NZTA)

Q6.1 How desirable and useful would a tax on vacant residential land be as a mechanism to improve the supply of housing for New Zealanders? How would such a tax measure up against the principles of a good system of local government funding and financing?

WDC response:

We support that vacant land has been identified as an issue in the draft report. However, we are cautious about the complexity of addressing the issue and the ability for local government (particularly smaller authorities) to administer a differential rate base on whether land is vacant or not.

In particular, the potential legal challenges and administrative costs may be prohibitive for smaller councils to take action in this area. These issues may be alleviated to a certain extent through a clear legislative framework and central government support for the process.

A tax on undeveloped land maybe more practicable where there is relationship between the vacant land and the under use of public infrastructure provided by Council. This would be on the provision that the land is zoned and has the infrastructure needed to enable development.

We would also note that tax on vacant land may be a dis-incentive to staged development. For smaller authorities, which can struggle to deliver infrastructure at scale to support large development, staging is a useful tool to manage our infrastructure capital works programme.

Q6.2 What would be the advantages and disadvantages of a system of payments to territorial authorities based on new building work put in place in each territorial local authority? What would be the best design for such a mechanism? Would it be effective in

incentivising councils to keep the supply of consented land (greenfield and brownfield) and local infrastructure responsive to growth pressures?

WDC response:

In principal, we support this idea of payments from central government to territorial authorities based on new building work. This could be an effective way address funding challenges of councils who experience a high level of growth. It could also be a useful incentive to ensure that land supply is appropriately serviced in a timely manner to respond to the needs of the development sector.

We would want to see more detail about such a proposal such as:

- Ensuring that it will be available to Councils, such as WDC, which are a good financial situation but are experiencing high levels of growth. Such a fund should not just be reserved for the larger metropolitan councils or councils in financial difficulty. This could be problematic if the fund is purely allocated based on a quantum of development, which would see most the funds going to councils such as Auckland.
- The amount of payments would need to be of level that is commensurate to the costs of infrastructure provisions, in order for this to have a meaningful impact.
- Consideration as to how the fund can be integrated in to decision making in LTPs and annual plans. If there an uncertainty as to how much a Council is likely to receive, this will make planning difficult.
- We do not consider that payments based on completed building work is the best way to achieve this. Additional revenue paid after growth has occurred will not effectively address the council's ability to access capital for investment in infrastructure to facilitate that growth.
- We would want to consider how this could align with Development Contribution in terms of collection and as a direct correlation to the infrastructure needed to support development.

Q8.1 What legal options exist for placing a condition on land-use consents that would make a voluntary assumption of risk by a current owner (and any person or entity who later becomes the owner) enforceable in all future circumstances?

WDC response:

The ability for a council to impose conditions on a land-use consent outlined in sections 108 and 108AA of the Resource Management Act.

We consider that the application of a conditions on land-use consents could be problematic because it will:

- likely need agreement with the applicant, which may not be forthcoming if, for example, the identification of risk impacts on the value of the land or development.
- To be effective a condition could require a covenant on the title outlining the hazard risk. However, such a condition is open to challenge and therefore maybe costly for councils if challenged and may not give long term certainty.
- the type of risk and its frequency and severity may change over time. This can be because of new information informing the identification of risk, or interventions which may reduce or exacerbate risk. Conditions which are put in place at the time a consent is granted will not be able to incorporate new risk information as it becomes available.

Whangarei District Council welcomes further opportunity to provide feedback on the draft report and its recommendations. If there are any questions or points of clarification needed on our submission please contact Tony Horton, Manager - Strategy

Nāku noa, nā

Tony Horton
Manager – Strategy
Whangarei District Council

DRAFT

6.4 Speed Limit Bylaw – Speed Limit Consultation

Meeting: Whangarei District Council
Date of meeting: 29 August 2019
Reporting officer: Nick Marshall (Team Leader - Road Safety and Traffic Engineer)

1 Purpose

To adopt a consultative procedure for proposed new Speed Limits in Vinegar Hill Road, Waipu, Te Toiroa Road (unformed section), and Marsden Point Catchment, including Ruakaka and One Tree Point.

2 Recommendations

That the Council:

1. Adopt the attached “Statement of Proposal – Proposed Amendments to the Speed Limits Bylaw 2019” for consultation.
2. Undertakes consultation on the proposed changes to speed limits set out in the attached Statement of Proposal in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002.
3. Commences consultation in October 2019, following the completion of local body elections.
4. Authorises the Chief Executive to make any necessary minor drafting or presentation amendments to the to the attached “Statement of Proposal – Proposed Amendments to the Speed Limits Bylaw 2019” and to approve the final design and layout of the documents prior to final printing and publication.

3 Background

Section 22AB(1)(d) of the Land Transport Act 1998 provides for a Road Controlling Authority (Council) to make a Bylaw that sets speed limits for the safety of the public, or for the better preservation of any road. Council recently updated the introductory sections of the Speed Limits Bylaw and it is now known as the “Speed Limits Bylaw 2019”.

The Government’s Safer Journey’s Strategy requires all Road Controlling Authorities to review the speed limits on roads under their control. The purpose of the reviews is to set speed limits that are safe and appropriate for the road environment with the principle aim of reducing fatal and serious harm crashes. Whilst all roads will be reviewed, the initial focus is on roads where the evidence shows that the greatest benefit can be achieved through speed management.

To ensure consistency across the district and region, an evidence-based approach has been used to identify the first roads that will be reviewed. The evidence includes risk assessments; key stakeholder input; and areas where the community has consistently raised concerns over speed management.

A catchment-based approach has also been taken. Where a high priority road is identified, an assessment of other roads within a reasonable catchment area is also undertaken. This approach helps avoid situations where a smaller narrow side road has a higher speed limit than the main arterial route.

The initial reviews in Vinegar Hill Road, Waipu, Te Toiroa Road (unformed section), and Marsden Point Catchment areas will be followed by a review of speed limits along Whangarei Heads Road, including Parua Bay and the wider coastal catchment area. The Tutukaka coastal areas will be reviewed later in 2020.

4 Discussion

4.1 Why are we reviewing these areas first?

Each of the catchment areas in the initial review contain one or more roads that have been identified as a high priority. Each area has an easily defined catchment area that is of a manageable size for the initial review process. This enables Council to set up processes and procedures that can then be translated into larger, more complex catchment areas, for example, Whangarei Heads.

Each of the areas have been identified by key stakeholders as a high priority area. The local communities have been requesting lower speed limits, or road safety actions, either through submissions on other documents or through requests coming through Councils CRM process.

4.2 Consistency of speed limits

One of the aims of the review process is to identify evidence based safe and appropriate speed limits. The limits are based on recorded crash history, risk assessment and the wider road environment. It is also important that proposed speed limits are consistent so that the speed limit on one road is similar to that of another road that has the same look and feel. National Speed Management Guidance assists in achieving this consistency and is one issue that must be considered when proposing a speed limit.

The Setting of Speed Limits Rule 2017 identifies a range of matters that the Road Controlling Authority must consider and assess when proposing a new speed limit. This includes the wider road environment; the safe design speed of the road; adjacent land-uses; and what the road is used for. Detailed technical assessments of these, and other matters have been undertaken and will be available as additional information on Councils website as part of the notification process.

4.3 Public consultation

Section 2.5 of the Setting of Speed Limits Rule 2017 identifies the groups and organisations that must be consulted before setting a new speed limit. This includes any local communities that may be affected by the proposed speed limit. Consultation must be undertaken in accordance with Section 156 of the Local government Act 2002.

Given the large area covered by the review areas, the changes proposed and community interest, it is proposed to consult in accordance with the Special Consultative Procedures set out in Section 83 of the Local Government Act 2002. This will be given effect to by:

- Directly notifying statutory consultees as set out in Section 2.5 of the Setting of Speed Limits Rule 2017, as well as key stakeholders, as identified by Council and Section 22AD (3) of the Land Transport Act 1998.
- Public notice will be placed in media with the information able to be viewed at Council service centres, including Forum North and Ruakaka.
- The Statement of Proposal, along with detailed technical review information will be made available on council's website.
- Where appropriate, drop in sessions will be held in Ruakaka, One Tree Point and Waipu.

Council is required to ensure that there is reasonable opportunity for persons to present their views to Council in a manner that is appropriate to the preferences and needs of those persons. To facilitate this, a hearing date will be reserved.

4.4 Consultation timetable

The setting of new speed limits has the potential to give rise to significant community interest and comment. Given the proximity of local body elections, it is recommended that Council consider commencing the formal consultation in October, following the completion of Local Body elections.

The decisions that Council are taking today enables staff to consult on proposed speed limit changes. The decisions do not adopt those changes until all submissions and technical information are available. If Council adopts the recommendations of this Report, the new Council will make decisions on the proposed changes. The timetable for hearings and adoption of any changes will be identified once the new Council has agreed Council meeting dates for the remainder of 2019 and 2020.

4.5 Next Stage

Following the public consultation process, all submissions will be reviewed and summarised and a determination will be made as to whether a hearing will be required to enable submitters to present their views in person.

If Council decides to make the proposed amendment to the Bylaw, the change will be publicly notified and appropriate changes to signage will be implemented.

4.6 Financial/budget considerations

There are no financial or budget implications arising from this decision. However, it should be noted that when Council adopts any changes to speed limits, there will be financial implications for the placement of new signage. The estimates of this cost will be provided following the consultation period when recommended changes are being finalised.

4.7 Policy and planning implications

This decision enables staff to undertake a consultation process to obtain feedback from the community, as such there is no ongoing policy or planning implication from this decision.

4.8 Options

As a Road Controlling Authority, Council is required to undertake speed limit reviews on the roads they are responsible for. In undertaking a speed review, Council is also required to consult in accordance with Section 156 of the Local Government Act 2002 where a new speed limit is being proposed. Council does have options in terms of responding to a speed review.

Option 1: *Set a safe and appropriate speed limit for the road environment.* If the safe speed limit is observed then this option provides an immediate a low-cost improvement in terms of lowering crash risk and the potential for serious harm or fatal crashes. A safe an appropriate speed limit can have the effect of lowering the top end unsafe speeds on a particular road to a speed that is closer to what the road speed environment is designed for.

In most cases, setting a safe an appropriate speed on local roads does not significantly impact on travel times, except for those that are travelling at an unsafe speed and placing other road users at risk. A five-kilometre journey at 100kmph will take 3 minutes, assuming the driver can maintain 100kmph at all times. The same journey undertaken at 80kmph will take 3 min 45sec.

In a head on collision, the survivability at 100kmph is near 0%, but the survivability of the same crash at 80kmph is approximately 70%. From 2012 to 2016 the social cost of travelling at an unsafe, inappropriate speed was \$366.71 million in Northland.

Option 1 is recommended.

Option 2: *Install traffic calming measures.* There are a range of traffic calming measures that can be installed on some roads. Traffic calming measures alter the look and feel of a road so that driver naturally slow down to an appropriate speed.

Traffic calming measures generally work well within an urban environment. However, outside the urban environment, the scale of traffic calming installations significantly reduces their feasibility and options are limited. Traffic calming measures are an expensive option that requires forward planning within the road budget. However, the cost is less than that of engineering a road up to a speed limit.

Option 2 is not recommended, although may be a solution in some areas in the long-term.

Option 3: *Engineer “up” the road.* This option is to undertake physical engineering and safety works to increase the design speed environment so that it matches the current road speed. Treatment can include improving road geometry, increasing lane and shoulder width as well as installing safety features such as physical barriers. Not all roads are suitable to engineer up. The cost of this type of work is significant and would normally be planned for within the Long-Term Plan.

It should be noted that additional safety features including guard rails and realignment works are planned within each of the current review areas in response to recorded crash history.

In proposing an amendment to a speed limit, Council can obtain feedback from the local community that is directly affected by that change to the speed limit before making a final decision.

Option 3 is not recommended, although may be a solution in some areas in the long-term.

4.9 Risks

There are no ongoing risks associated with this decision.

5 Significance and engagement

The proposed amendments were assessed in accordance with Council's Significance and Engagement Policy.

The assessment determined that the proposed amendments, either individually or cumulatively do not meet the significance criteria in the Significance and Engagement Policy (2017).

6 Attachment

Statement of Proposal – Proposed Amendments to the Speed Limits Bylaw 2019

STATEMENT OF PROPOSAL

Proposed amendments to the

Speed Limits Bylaw 2019

Contents

<i>Have Your Say.</i>	3
<i>How to make a submission</i>	3
<i>Timeline for considering the proposed amendment to the Bylaw</i>	3
<i>Statement of Proposal</i>	4
Introduction	4
Reasons for the proposed amendments	4
Speed Environments	5
Statutory Considerations	6
Proposed Changes	6
Vinegar Hill Review Area – Summary of Proposed Speed Limits	7
One Tree Point / Ruakaka Review Area – Summary of Proposed Speed Limits	10
Nova Scotia Drive / Waipu Review Area – Summary of Proposed Speed Limits	17
Te Toiroa Road	20

Whangarei District Council is proposing to amend our Speed Limits Bylaw 2019 as part of an ongoing programme to review speed limits on the district's roads. Council is a Road Controlling Authority and is responsible for setting speed limits on all roads within the Whangarei District (except State Highways). Council is required to review all speed limits on roads it is responsible for under the Government's Safer Journey's Strategy. The reviews will be undertaken in a staged programme. The proposed changes to speed limits in this Statement of Proposal represent the first stage of the review process.

This document includes further information on the proposed amendments, including the reasons for the proposals, a draft of the proposed amendments and some statutory background information. Additional information can be obtained from Council's website.

Before making any final decisions, we'd like to know your views.

The closing date for submissions is **[insert date]**

Further information on how to make a submission is included in this document.

Have Your Say

We need your feedback by **[insert date]**.

Your views on the proposed new speed limits are important to us.

There are several ways you can have your say. A submission form is provided in this Statement of Proposal or you can download a submission form from our Website and email, post or deliver it to us. You can also make a submission online.

Please ensure that you state in your submission if you want to present your submission in person at a Council hearing.

How to make a submission

You can make a submission online at: www.wdc.govt.nz or email us at mailroom@wdc.govt.nz (please put "Speed Limits Bylaw" in the subject line).

Post your submission to:

Speed Limit Bylaw
Whangarei District Council
Private Bag 9023
Whangarei 0148

Submissions can also be hand-delivered to Council offices in Forum North, Rust Avenue, or at a Council service Centre (Attention Shawn Baker, Roading Department).

Council is legally required to make all written or electronic submissions available to the public and to Councillors, including the name and address of the submitter. The submissions, including all contact details provided, will be available to the public, subject to the provisions of the Local Government Official Information and Meetings Act 1987.

If you consider there to be a compelling reason why your contact details and/or submission should be kept confidential, you should contact Hilary Malcom at Council on 0800 932 463 or 09 430 4200.

Timeline for considering the proposed amendment to the Bylaw

Submissions Period: **[insert date]**

Hearings (if required): **[insert date]**

Council amends Bylaw: **[insert date]**

Any amendments come into force: **[insert date]**

Information on the hearings process and what to expect if you want to attend the hearings to present your submission in person can be found on our website in the public consultations section.

Statement of Proposal

Introduction

There is a need to reduce deaths and serious injuries on the road network; but also, ensure that people and goods can move around the road network efficiently. To do this we need to ensure that the speed limits on our roads are safe and appropriate for the road conditions and the purpose for which the road is used. We set the speed limits with the Whangarei Speed Limits Bylaw 2019, which is made under the Land Transport Act 1998.

All Councils are required to review the speed limits on roads within their District as part of the Government's Safer Journey's Strategy. Because we have so many roads, we have decided to use a staged approach to reviewing speed limits, with the highest risk areas being reviewed first. This Statement of Proposal sets out the first areas that we are reviewing, and includes:

- One Tree Point and Ruakaka
- Waipu and Nova Scotia Drive
- Vinegar Hill Road

We have also included the unformed section of Te Toiroa Road. This unformed legal road is utilised by four-wheel drive vehicles; and has recently been developed as a section of the Tutukaka Coastal Cycle Trail. The unformed part of the road is now a shared space and there is an urgent need to set an appropriate speed limit.

We will provide ongoing information about our speed review programme on our website at www.wdc.govt.nz.

Before finalising and setting any new speed limits, Council wants to hear your views. This Statement of Proposal provides you with the background and reasons for the proposed speed limits, as well as a summary of the statutory issues Council is required to consider when setting speed limits. A copy of the proposed amendments to the Bylaw are also included.

As well as your views, we are also required to consider a range of other matters when setting a safe and appropriate speed limit, including crash risk information; the design and nature of the road; the surrounding land-uses; how the road is accessed from properties; and what the road is used for.

If you want more detailed information on the matters that we have considered in proposing the new speed limits, you can visit our website at www.wdc.govt.nz for the detailed speed review reports.

You can also call us on 09 430 4200 or 0800 932 463 if you would like to have a copy sent to you.

Reasons for the proposed amendments

We are reviewing our speed limits as part of the government's Safer Journey's Strategy, new Speed Management Guidance and the Setting of Speed Limits Rule 2017.

The speed limits on many of our roads were set at a time when speed limits were restricted to 50km/h in urban areas, 100km/h in most other places, with a few 70km/h zones where there was a semi urban environment. We now have greater options to identify safe and appropriate speed limits that match the road environment.

Over time, our District has grown and changed and along with this, the road environment has also changed. There are new developments and communities, more traffic on our roads and we even have new roads that did not exist before. We need to make sure that our speed limits reflect these changes.

How communities are using our roads has also changed. In some areas, the mixture of road users has changed with more cyclists, pedestrians and young people using the road environment, or more people taking short journeys. The speed limit should reflect these changes as well so that we reduce the risk of serious and fatal crashes.

There were 7409 reported crashes in Northland between 2014 – 2018, with inappropriate speed being the principle factor in 20% of those crashes. During the same time, there were 733 death and serious injury

crashes with speed being a principle factor in 30% of those crashes. There is a real need to reduce the toll on our communities by ensuring that speed limits are safe and appropriate for the wider road environment.

This Statement of Proposal provides the overall reason for the proposed changes to the speed limits. There is more information in the detailed speed review reports for each area. These can be viewed on our website.

Speed Environments

We now have more options for speed limits. In the past, speed limits were restricted to 50, 70 and 100kmph. As a result, our current speed limits do not always match the road environment. In some cases, we have a default 100kmph speed limit on narrow unsealed roads, with one lane bridges and little visibility around corners.

Matching the speed limit with the road environment achieves safer, more appropriate and predictable speed limits. If you drive down one road, the speed limit should be similar to any other road that has the same look and feel to it.

We have provided a description of the speed limits expected in different road environments that we have used to set safe and appropriate speed limits that are consistent across Northland.

20kmph	<ul style="list-style-type: none"> Shared Space areas that are predominantly used for pedestrian activities. Areas will typically include street furniture and landscaping, or street design that promotes casual pedestrian activities.
30kmph	<ul style="list-style-type: none"> Shared Space areas that provide equal access to pedestrians, cyclists and motor vehicles Beach access, including informal parking for pedestrian access to beaches All beaches
40kmph	<ul style="list-style-type: none"> Urban areas where there are facilities that generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas. Central Business District areas, particularly where there is on-road parking and pedestrians crossing roads, either at controlled or uncontrolled crossing points, but not a formal shared space. Areas that incorporate engineered solutions specifically designed and installed to slow traffic, including speed bumps, traffic islands and planting.
50kmph	<ul style="list-style-type: none"> Urban roads that have a high residential density, but no facilities that would generate significant additional pedestrian activity such as schools, shopping centres, sports facilities or other developed recreational areas.
60kmph	<p>Semi-urban or rural roads that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> Significant industrial or commercial activity A road principally used for access to rural residential dwellings with a narrow single lane carriageway or a carriage way that has no centre line marking A road where significant residential or other development is directly accessed, including approaches to urban areas. An access road that is unsealed
70kmph	<ul style="list-style-type: none"> Transitional roads that do not meet the 60kmph semi-urban speed environments but have characteristics that an 80kmph speed limit is inappropriate. Generally, 70kmph zones will be discouraged, except where there is an existing 70kmph zone.
80kmph	<ul style="list-style-type: none"> General rural sealed roads with clearly marked centre lines, shoulder areas and are not torturous in terms of curves.
100kmph	<ul style="list-style-type: none"> Rural arterial routes that are of high quality with a wide carriageway, clearly marked or separated lanes, shoulder areas and exhibit some form of engineered safety features.

Statutory Considerations

The Speed Limits Bylaw is made under Section 22AD of the Land Transport Act 1998. There is no limitation on when this Bylaw must be reviewed. In addition, the determinations required under Section 155 of the Local Government Act 2002 are not required.

Section 4.2 of the Setting of Speed Limits Rule 2017 requires Council, in its capacity as a Road Controlling Authority to have regard to:

- | | |
|--|--|
| a. NZTA information about speed management | f. Adjacent land-use |
| b. NZTA Speed Management Guidance | g. The number of intersections and property accessways |
| c. The function and use of the road | h. Traffic volume |
| d. Crash risk for all road users | i. Any planned modifications to the road |
| e. The characteristics of the road and roadsides | j. The views of interested persons or groups* |

Detailed information about the matters that Council must have regard to under Section 4.2 of the Setting of Speed Limits Rule 2017 is provided in separate “Speed Review Reports” for each review area, and can be viewed on our website at www.wdc.govt.nz.

*The views of interested persons or groups includes feedback received as part of this submission process.

Proposed Changes

The proposed changes to speed limits are set out for each review area in this document. Maps identify the review areas at the beginning of each review section in this document. Maps and tables are also provided so that you can compare the current speed limit with the proposed speed limit.

Changes to Urban Traffic Areas

An Urban Traffic Area identifies an urban area where the speed limit is 50kmph. Because of the number of roads within an urban setting, the Urban Traffic Area identifies an area using a map. All roads within this area has a speed limit of 50kmph, unless another speed limit is specifically identified for a road or part of a road in that area.

In some cases, we are proposing adjustments to the boundaries of Urban Traffic Area’s to address safety issues and a growing urban environment. Changes to the boundaries of the Urban Traffic Area are being proposed in Waipu, and One Tree Point.

We are also proposing some slower speed limits within the Urban Traffic Areas in Waipu and Ruakaka. Slower speed limits are being proposed for the main Business Area of Waipu and for some beach access areas where there are particularly high numbers of pedestrians.

Changes to Individual Roads

Where we are proposing a change to the speed limit on a road that is outside of an Urban Traffic Area, we have identified the road and set out the current posted speed limit and the proposed new speed limit in tables. We have also included a map of the proposed new speed limits.

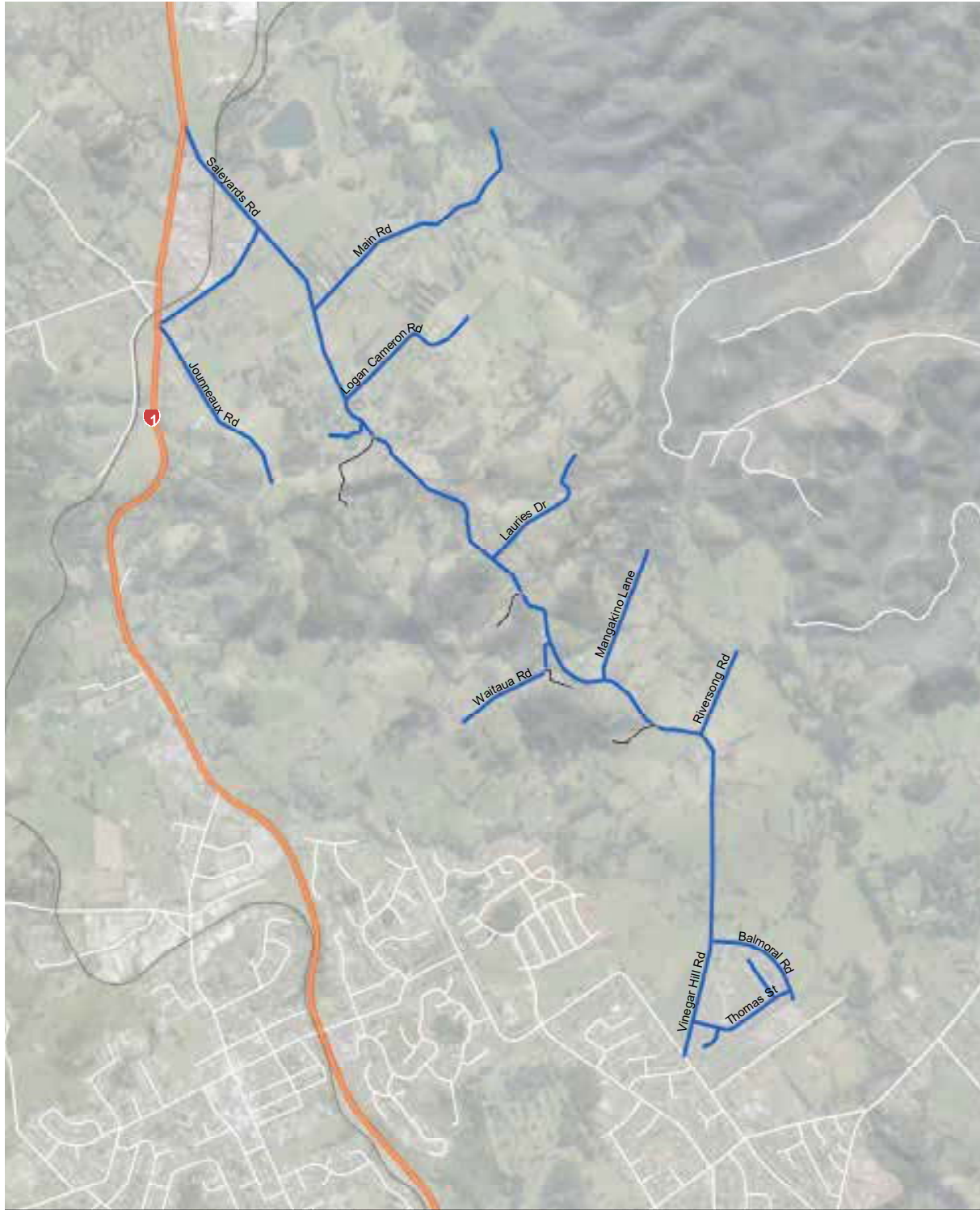
In most cases, the proposed new speed limits on open roads will reduce to 80kmph because our roads do not meet the safety standards of a higher speed limit. On many of these roads, you will find that your journey time will not increase significantly because it is not possible to safely travel at a higher speed. The proposed speed limits on unsealed roads will be generally lower than that of a sealed road.

On a few roads, we are proposing a much lower speed limit. This is because these roads, either have a shared use purpose or are particularly narrow or unsealed. These roads are generally used for local access purposes.

Vinegar Hill Review Area – Summary of Proposed Speed Limits

Review Area

The review area incorporates Vinegar Hill Road from the intersection with Corks Road through to the intersection with State highway 1, and all roads connecting, either directly or indirectly with Vinegar Hill Road.



— Roads in review — Private Road

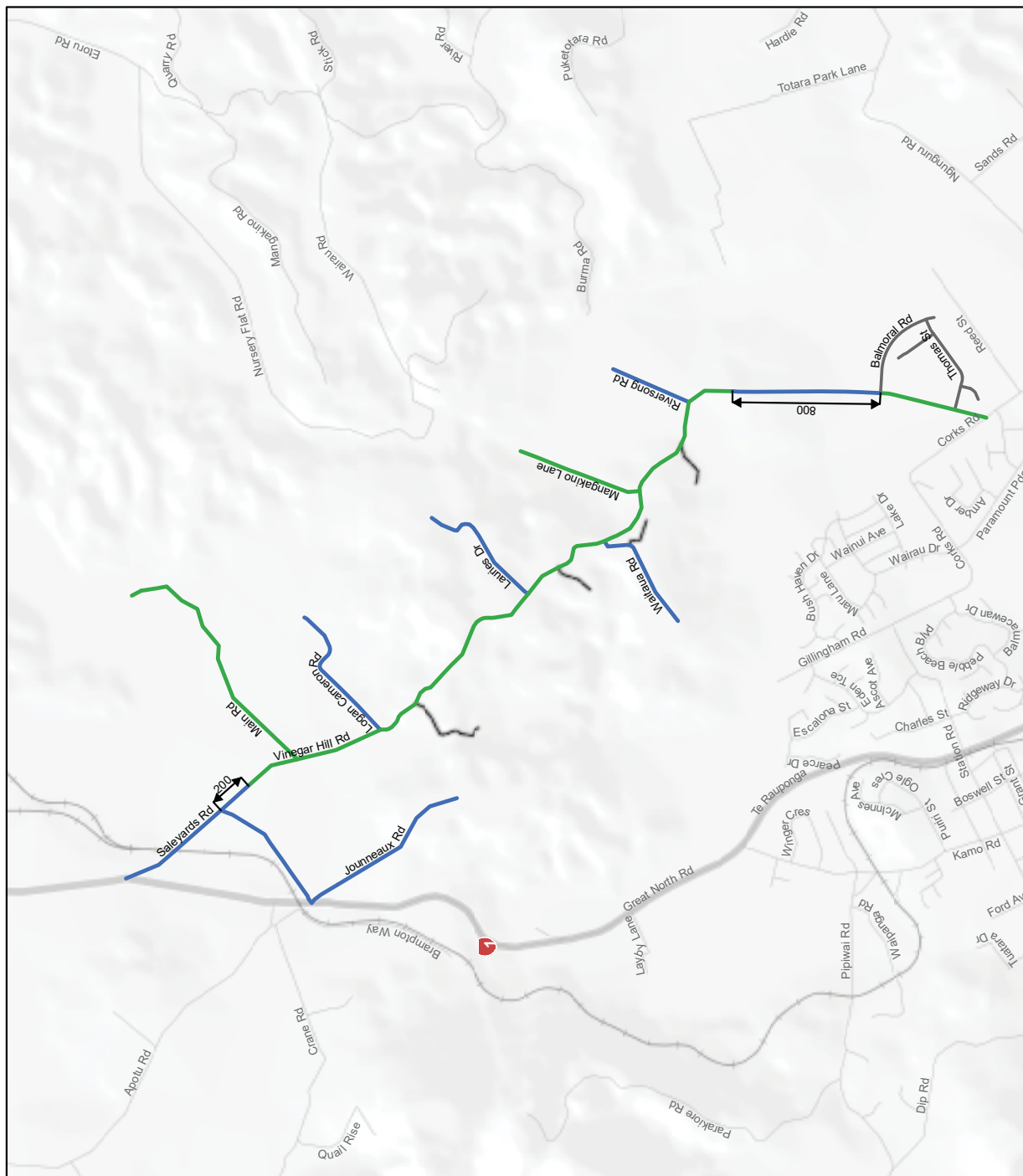
Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.

Proposed Speed Limit Changes

In Whangarei District Council's capacity as the Road Controlling Authority (RCA), the following amendments to the posted speed limits within the Speed Review Area are proposed:

Road	Existing Posted Speed Limit	Proposed Speed Limit
Vinegar Hill Road from Corks Road to the current 50kmph boundary	50kmph	50kmph
Vinegar Hill Road from current 50kmph boundary to a point 800m north of the intersection with Balmoral Road	100kmph	60kmph
Vinegar Hill Road from a point 800m north of Balmoral Road to a point 200m south-east of the intersection with Saleyards Road	100kmph	80kmph
Vinegar Hill Road from a point 200m south-east of the intersection with Saleyards Road to the intersection with State Highway 1	100kmph	60kmph
Steere Place (off Thomas Street)	50kmph	50kmph
Thomas Street	50kmph	50kmph
Townsend Place (off Thomas Street)	50kmph	50kmph
Balmoral Road	50kmph	50kmph
Riversong Road	100kmph	60kmph
Mangakino Lane	100kmph	80kmph
Waitaua Road	50kmph	60kmph
Lauries Drive	100kmph	60kmph
Logan Cameron Road	100kmph	60kmph
Main Road	100kmph	80kmph
Saleyards Road	100kmph	60kmph
Jounneaux Road	100kmph	60kmph

Table 1: Summary of proposed Speed Limit changes



Legend

- Roads that have a speed limit of 30
- Roads that have a speed limit of 50
- Roads that have a speed limit of 60
- Roads that have a speed limit of 70
- Roads that have a speed limit of 80
- Roads that have a speed limit of 100

- Private Road
- Roads outside review

Distance in metres from the centreline of an intersecting road or a geographical feature shown on the map to the speed limit boundary



Urban Traffic Area

1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Whangarei District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Whangarei District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Whangarei District Council Speed Limit Bylaw 2019.
11. Refer to Schedules:
WDC S4/1 to S4/29; WDC S5/1; WDC S6/1 to S6/12; WDC S7/1 to S7/8; S8/1; AND
WDC S12/1 to S12/7
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.

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Whangarei

WHANGAREI DISTRICT COUNCIL SPEED LIMITS BYLAW 2019 VINEGAR HILL SPEED LIMIT LOCATIONS

A4 Scale: 1:30,000



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Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.

Proposed Speed Limit Changes

In Whangarei District Council's capacity as the Road Controlling Authority (RCA), are proposing the following amendments to the posted speed limits within the Speed Review Area.

One Tree Point Urban Traffic Area

The proposed changes to the One Tree Point Urban Traffic Area is intended to incorporate new urban development within the Marsden Cove Development area. The proposed changes to the boundary are set out in Table 2 below and are highlighted on the map "One Tree Point Speed Limit Locations" later in this document.

One Tree Point Urban Traffic Area Existing Boundary	Proposed New Boundary and Speed Limits within the Urban Traffic Area
One Tree Point Road (50m south of Pyle East Road)	<ul style="list-style-type: none"> Extend 190m south along One Tree Point Road.
Pyle Road East (260m southeast of One Tree Point Road)	<ul style="list-style-type: none"> Extend 440m southeast along Pyle Road East (incorporating Pyle Road East) to a point 600m south of the sharp bend in the road. The new Urban Traffic Area Boundary will follow property boundaries from One Tree Point Road connecting to Pyle road East approximately 90m south of the sharp bend. This part of Pyle Road East will have a 50kmph speed limit.
Pyle Road East to Rauiri Drive	<ul style="list-style-type: none"> Extend from Pyle Road East, following Lot Boundaries, connecting back to the existing Urban Traffic Area Boundary south of Rauiri Drive, incorporating Existing Lots 717 DP 424777.
Marsden Bay Drive	<ul style="list-style-type: none"> Extend boundary south to Papich road and incorporate Papich Road.

Table 2: Summary of proposed boundary changes of the One Tree Point Urban Traffic Area, and related speed limits.

Ruakaka Urban Traffic Area

There are no proposed changes to the boundaries of the Ruakaka Urban Traffic Area. However, there are some proposed changes to speed limits on some roads within the Urban traffic Area. The proposed changes are summarized in Table 3 below and highlighted on the map "Ruakaka Speed Limit Locations" later in this document.

Road	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH1 to 70 meters north of the intersection with Sime Road.	70kmph	50kmph
Sime Road from the intersection with Marsden Point Road to a point 110 meters to the east of the eastern most intersection with Kepa Road	70kmph	60kmph
Ruakaka Beach Road East of the intersection with Bream Bay Drive (beach access to Surf Club)	50kmph	30kmph
Te Kamo Street (beach access of Karawai Street)	50kmph	30kmph
Karawai Street	50kmph	30kmph

Table 3: Summary of proposed speed limit changes within the existing Ruakaka Urban Traffic Area.

Marsden City Urban Traffic Area (new)

The Marsden City Urban Traffic Area is a new Urban Traffic Area intended to incorporate the existing Marsden City development. The current posted speed limits on roads within this proposed Urban traffic Area is 50kmph. Introducing a new Urban Traffic Area does not affect the current posted speed limit.

The proposed new Urban Traffic Area is highlighted on the map “Ruakaka Speed Limit Locations” later in this document.

Marsden Point Catchment (General)

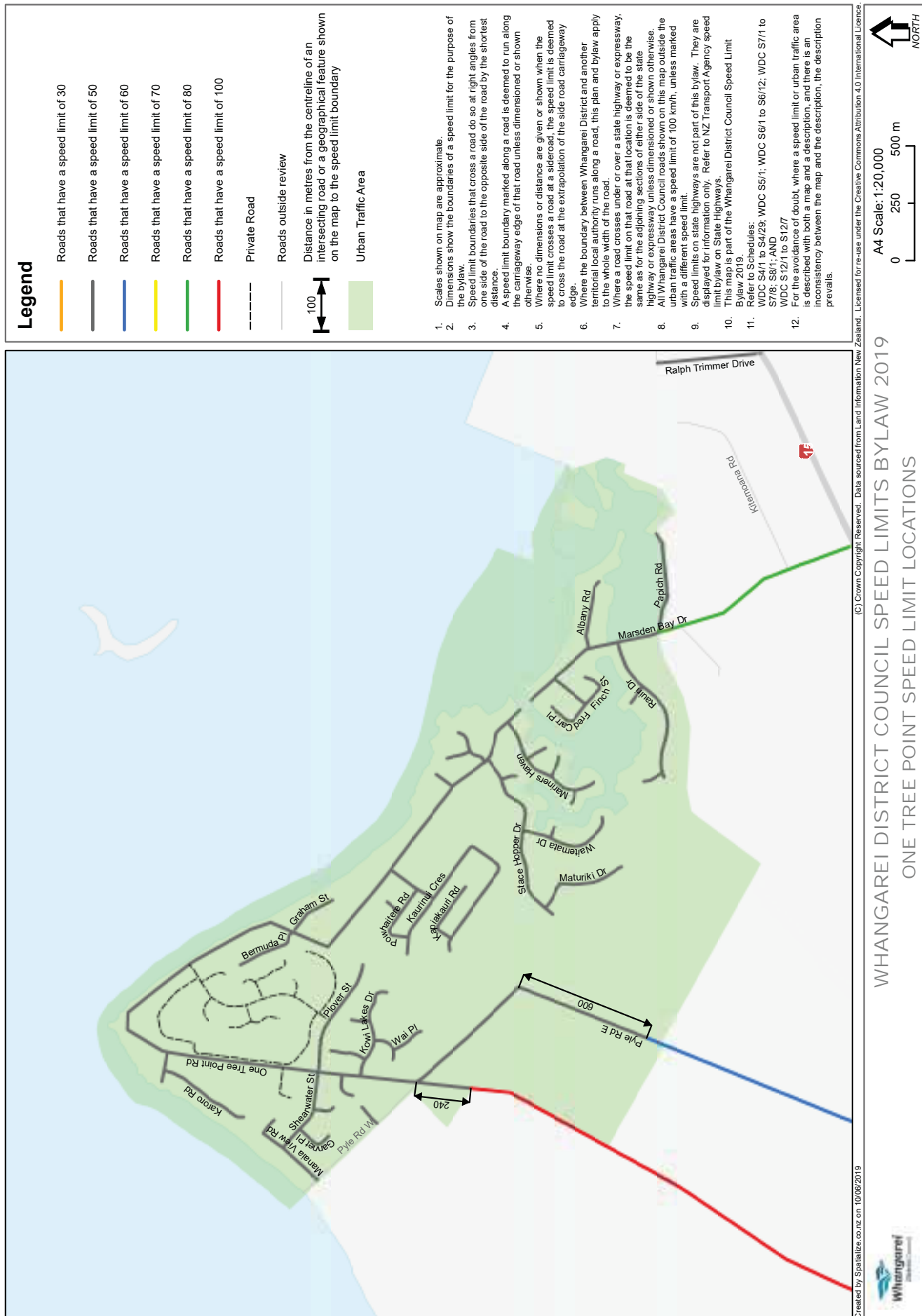
This Speed Review excludes State Highway 15A from State Highway 1 to Marsden Point as the setting of speed limits on this road is outside the jurisdiction of the Whangarei District Council Speed Limits Bylaw.

The proposed changes to speed limits in the wider Marsden Point Catchment Area are set out in Table 4 below and highlighted on the map “One Tree Point / Ruakaka Speed Limit Locations” later in this document. It should be noted that there are a few roads included in this review area that are outside of the catchment area, including Flyers Road and some roads to the west of State Highway 1.

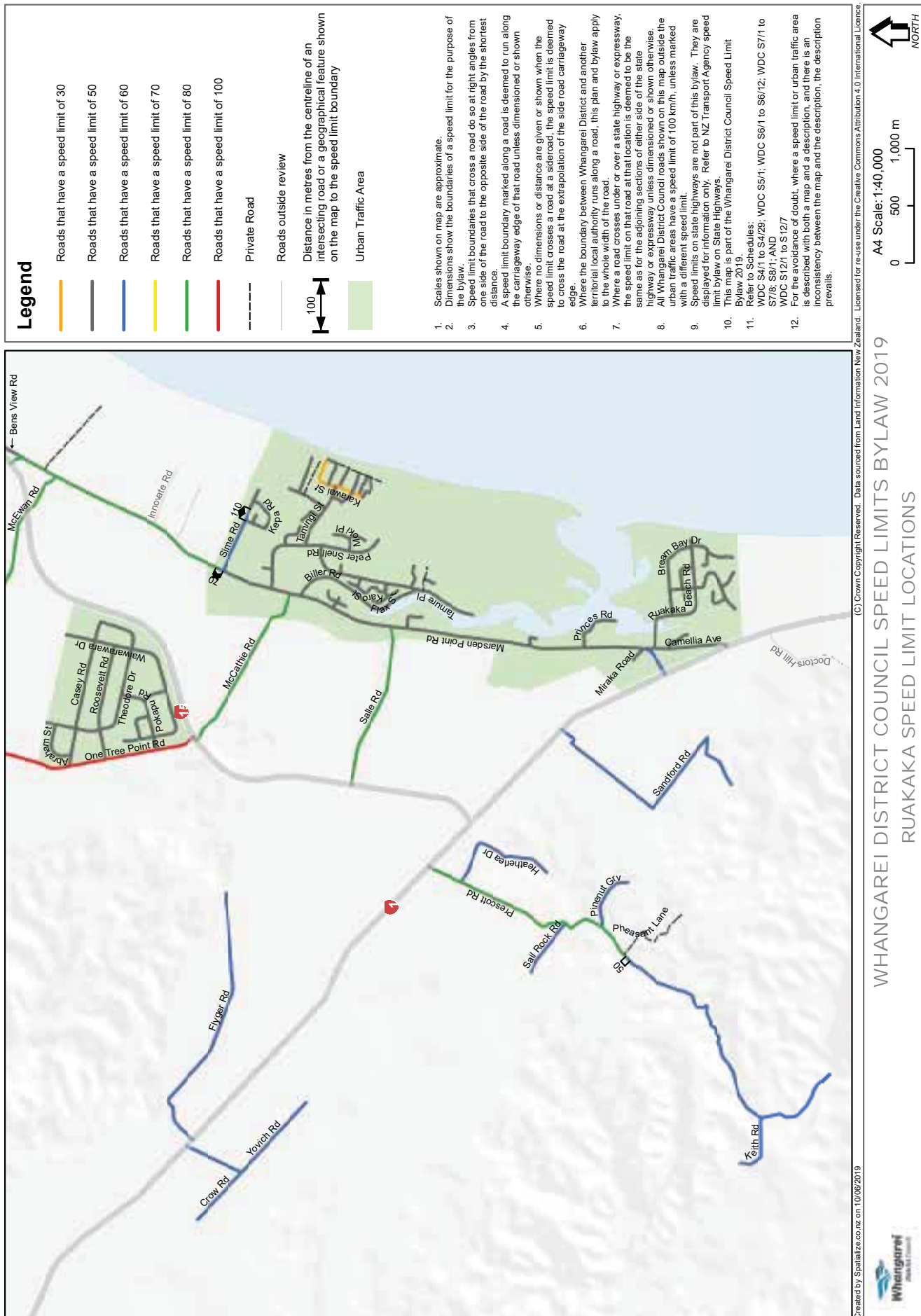
Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Marsden Point Road from SH 1 to 70m north of Sime Road	70kmph	60kmph
Marsden Point Road from 70m north of Sime Road to SH 15A	100kmph	80kmph
Salle Road	100kmph	80kmph
McCathie Road	100kmph	80kmph
Mcewen Road	100kmph	80kmph
Bens View Road	50kmph	50kmph
Rama Road	100kmph	80kmph
Rama Road Beach Access	20kmph	30kmph
Marsden Bay Drive to the intersection with Papich Road	100kmph	80kmph
Mair Road (Beach access) from unsealed Section (Note: sealed Section is State Highway 15A and is outside of the jurisdiction of the Whangarei Speed Limits Bylaw.	30kmph	30kmph
Ralph Trimmer Drive	100kmph	60kmph
Pyle Road East 600m south of the sharp bend in the road (new Proposed Urban Traffic Area Boundary) to the intersection with McEwan Road	100kmph	60kmph
One Tree Point Road from 240m south of Pyle Road East (new proposed Urban Traffic Area boundary) to the intersection with State Highway 15A.	100kmph	100kmph
Takahiwai Road from to a point 100m before the end of the seal.	100kmph	80kmph
Takahiwai Road from to a point 100m before the end of the seal to the end of the road.	100kmph	60kmph
Ted Erceg Road	100kmph	60kmph
Pirihi Road	100kmph	60kmph
Flyger Road	100kmph	60kmph
Sandford Road	100kmph	60klmph

Marsden Point Catchment	Existing Posted Speed Limit	Proposed Speed Limit
Prescott Road from the intersection of State Highway 1 to a point 50m before the end of the seal.	100kmph	80kmph
Prescott Road from a point 50m before the end of the seal to the end of the road.	100kmph	60kmph
Heatheriea Road	100kmph	60kmph
Sail Rock Road	100kmph	60kmph
Pinenut Grove	100kmph	60kmph
Keith Road	100kmph	60kmph
Yovich Road	100kmph	60kmph
Crow Road	100kmph	60kmph

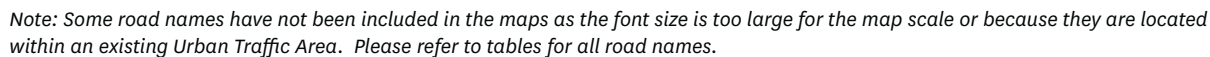
Table 4: Summary of proposed Speed Limit changes – Marsden Point Catchment



Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.



Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.

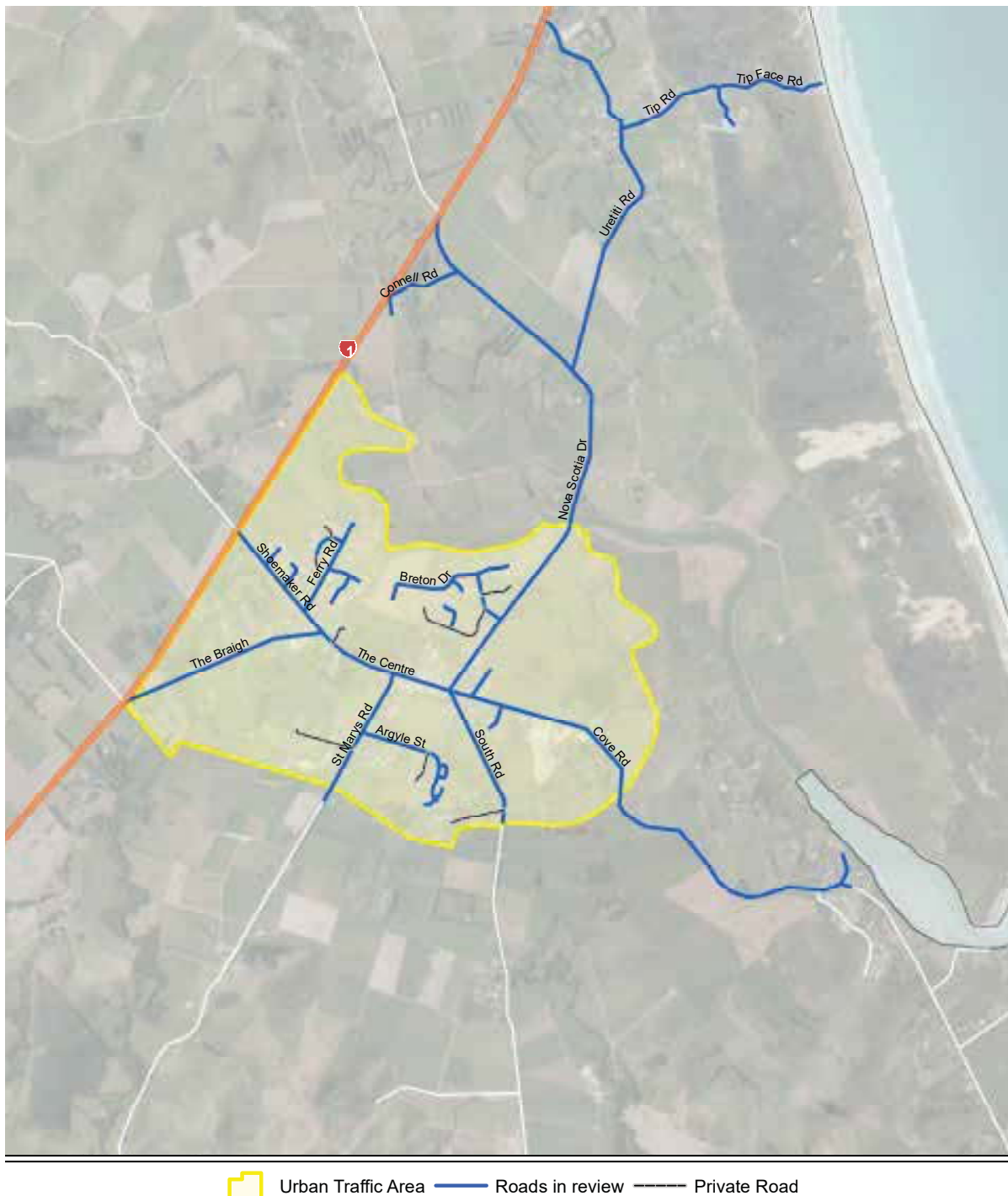


Nova Scotia Drive / Waipu Review Area – Summary of Proposed Speed Limits

The review area incorporates the area identified in the map below, including the Waipu Urban Traffic Area; and Nova Scotia Drive from the intersection with State Highway 1 in the north, through to the intersection with Cove Road and all roads connecting, either directly or indirectly with Nova Scotia Drive, including:

- Uretiti Road
- Connell Road
- Tip Road
- Tip Face Road

Within the Urban Traffic Area; roads within new sub-divisions that are yet to be formed or vested in Council have been identified as it is anticipated that these roads will have an Urban Traffic Area speed limit applied once vested in Council.



Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.

In Whangarei District Council's capacity as the Road Controlling Authority (RCA), the following amendments to the posted speed limits within the Speed Review Area are proposed:

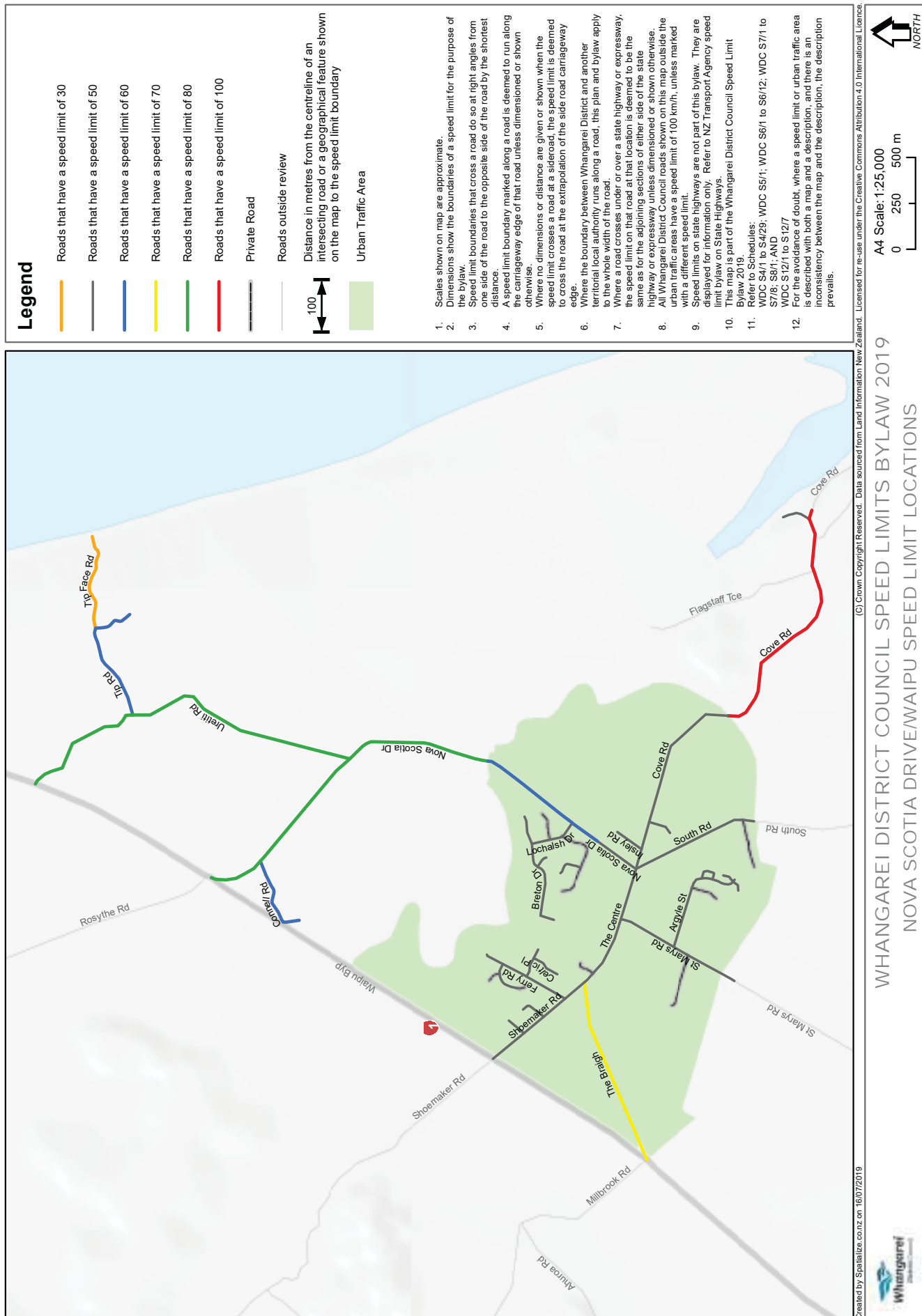
<i>Nova Scotia Drive Catchment</i>	<i>Existing Posted Speed Limit</i>	<i>Proposed Speed Limit</i>
Nova Scotia Drive from the intersection with The Centre to 260m north of the intersection.	50kmph	50kmph
Nova Scotia Drive from the current 50kmph speed boundary to the southern side of McCleans Bridge.	100kmph	60kmph
Nova Scotia Drive from the southern side of McCleans Bridge to the intersection with State Highway 1.	100kmph	80kmph
Uretiti Road	100kmph	80kmph
Tip Road	100kmph	60kmph
Connell Road	100kmph	60kmph

Table 5: Summary of proposed Speed Limit changes - Nova Scotia Drive Catchment

The following amendments are proposed for the Waipu Urban Traffic Area.

<i>Waipu Urban Traffic Area Existing Boundary</i>	<i>Proposed New Boundary and Speed Limits within the Urban traffic Area</i>
Cove Road	<ul style="list-style-type: none"> • Extend 120m east along Cove Road • Reduce speed limit from intersection with Nova Scotia Drive to intersection with Braemar Lane from 50kmph to 40kmph
South Road	<ul style="list-style-type: none"> • No change
St Mary's Road	<ul style="list-style-type: none"> • Extend 100m south along St Mary's Road
The Braigh	<ul style="list-style-type: none"> • Extend east along The Braigh to a point 50m east of the intersection with State Highway 1 • Reduce the 70kmph zone to 50kmph
The Centre Road	<ul style="list-style-type: none"> • No change to Urban Traffic Area boundary • Reduce speed limit from the intersection with Nova Scotia Drive to the intersection with St Mary's Road from 50kmph to 40kmph.
Ferry Road	<ul style="list-style-type: none"> • No change
Nova Scotia Drive	<ul style="list-style-type: none"> • Reduce speed limit from 260m north of the intersection with The Centre Road to the Boundary of the Urban Traffic Area from 100kmph to 60kmph.

Table 6: Summary of proposed boundary changes of the Waipu Urban Traffic Area, and related speed limits.



Note: Some road names have not been included in the maps as the font size is too large for the map scale or because they are located within an existing Urban Traffic Area. Please refer to tables for all road names.

Te Toiroa Road

There are two parts of Te Toiroa Road. The first part is an established, formed unsealed road that provides access for residential dwellings and rural properties. The speed limit on this formed part of the road will be reviewed at a later date as part of a wider Tutukaka Coastal speed limits review expected to be undertaken in 2020.

There is a section of Te Toiroa Road that is classed as a “Legal Unformed Road”. This road is subject to the same road rules as any other formed road. This part of Te Toiroa Road is popular for four-wheel drive enthusiasts. This part of Te Toiroa Road has recently been upgraded so that it can form part of the Tutukaka Cycle Trail connecting Whangarei with Ngunguru as set out in Councils Walking and Cycling Strategy.

The section of Te Toiroa Road currently has an open speed limit, which means that vehicles can travel at a speed that is appropriate to the conditions, up to a limit of 100kmph. The dual use of the road as a four-wheel drive track and a cycle trail means that this unformed legal road is a shared space area. It is therefore proposed to place a 30kmph speed limit on this road.

A 30kmph speed limit on this section of the road will raise the awareness of both cyclists and motorists that the road is a shared space and that cyclists, pedestrians and vehicles may be encountered at any time. In setting a safe and appropriate speed limit of 30kmph, the road can remain open for its current dual use. This outcome is consistent with the results of community consultation on the road's designation as a cycle trail.



Legend

Roads that have a speed limit of 30 km/h

Roads that have a speed limit of 50 km/h

Roads that have a speed limit of 60 km/h

Roads that have a speed limit of 70 km/h

Roads that have a speed limit of 80 km/h

Roads that have a speed limit of 100 km/h

Private Road

Roads outside review

Distance in metres from the centreline of an intersecting road or a geographical feature shown on the map to the speed limit boundary

Urban Traffic Area



1. Scales shown on map are approximate.
2. Dimensions show the boundaries of a speed limit for the purpose of the bylaw.
3. Speed limit boundaries that cross a road do so at right angles from one side of the road to the opposite side of the road by the shortest distance.
4. A speed limit boundary marked along a road is deemed to run along the carriageway edge of that road unless dimensioned or shown otherwise.
5. Where no dimensions or distance are given or shown when the speed limit crosses a road at a side road, the speed limit is deemed to cross the road at the extrapolation of the side road carriageway edge.
6. Where the boundary between Whangarei District and another territorial local authority runs along a road, this plan and bylaw apply to the whole width of the road.
7. Where a road crosses under or over a state highway or expressway, the speed limit on that road at that location is deemed to be the same as for the adjoining sections of either side of the state highway or expressway unless dimensioned or shown otherwise.
8. All Whangarei District Council roads shown on this map outside the urban traffic areas have a speed limit of 100 km/h, unless marked with a different speed limit.
9. Speed limits on state highways are not part of this bylaw. They are displayed for information only. Refer to NZ Transport Agency speed limit bylaw on State Highways.
10. This map is part of the Whangarei District Council Speed Limit Bylaw 2019.
11. Refer to Schedules:
WDC S4/1 to S4/29: WDC S5/1; WDC S6/1 to S6/12: WDC S7/1 to S7/8; S8/1; AND
WDC S12/1 to S12/7
12. For the avoidance of doubt, where a speed limit or urban traffic area is described with both a map and a description, and there is an inconsistency between the map and the description, the description prevails.



Private Bag 9023, Whangarei 0148, New Zealand

Forum North Building, Rust Avenue, Whangarei

Ruakaka Service Centre, Takutai Place, Ruakaka

P +64 9 430 4200 | F +64 9 438 7632

mailroom@wdc.govt.nz | www.wdc.govt.nz

Facebook & Twitter: WhangareiDC

6.5 Hikurangi Bowling Club – Purchase of Land

Meeting: Council
Date of meeting: 29 August 2019
Reporting officer: Sue Hodge (Manager Parks and Recreation)

1 Purpose

To propose Council purchase 11 Park Street, Hikurangi for a Sports Park and authorises the Chief Executive to finalise negotiations for the purchase of this property.

2 Recommendations

That the Whangarei District Council,

1. Approves the purchase of 11 Park Street, Hikurangi legally described as Section 1 SO61246 NA75C/544 consisting of 0.2097 Ha for no more than \$264,000 plus GST if any;
2. Authorises the Chief Executive to finalise all terms and conditions relating to the sale and purchase of this property, as required to complete the transaction;
3. Authorises \$264,000 to be bought forward from the Sport and Recreation activity budget Land Acquisitions in Year 10 the 2018-2028 Long-term Plan;

3 Background

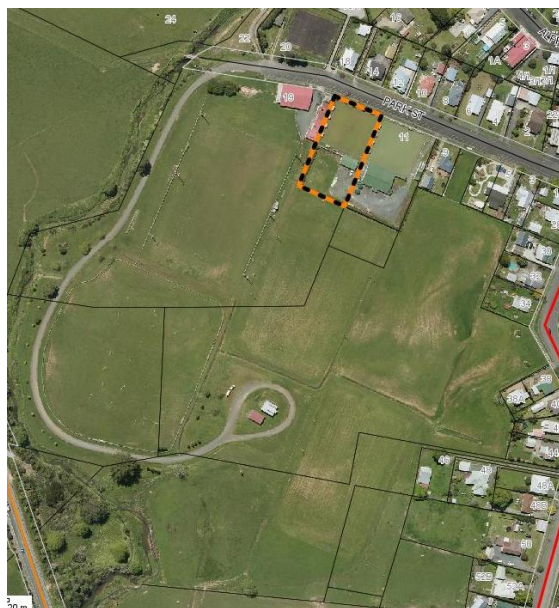
The Hikurangi Bowling Club (the Club) is selling some land that it has deemed to be surplus to their needs located within the Hikurangi Sportspark. The Sports Park is well established with several clubs and organisations operating from the site.

The draft Active Recreation and Sport Strategy has identified this as a future sports hub where there is potential for increased collaboration and integrated development opportunities.

4 Discussion

The Club plan to sell surplus land at 11 Park Street as a potential housing development. However, before marketing this land they have formally approached Council seeking our interest in purchasing the surplus land, at market rate.

The land is adjacent to the Hikurangi Sports Park (see plan below showing the property highlighted in orange/black). There is a small implement shed on the property that will be removed by the Club prior to the sale.



Surplus Hikurangi Bowling Club land

The land is held in a separate title and is approximately 2907m² with a value of \$264,000 plus GST if any (Valuation Report dated 19 March 2019).

Hikurangi Sportspark – current use

This is a very busy Sports Park with several well-established sports and recreation groups operating from it including:

- Hikurangi Rugby Club with clubrooms, ablution block and two fields.
- Rugby League with one field allocated.
- Whakapara Pony Club with a building and significant lease area
- Hikurangi Bowling Club (their own land)
- Hikurangi multi-court facility

There is currently a shortage of parking as identified through the multi-court consenting process.

If housing was developed on this site, it would limit future development opportunities.

Feedback from the Rugby Club, one of the main users, is that they are interested in working together with the other codes and the users of the hard court to develop a hub with shared facilities. They see this as a mid-term project. They believe any redevelopment would benefit from using the surplus bowling club land for improved access, parking or extended building envelopes.

Draft Active Recreation and Sport strategy

The Hikurangi Sportspark has been identified in the draft strategy as an important recreational hub.

Open Space provision and demand

In November 2018 Council completed an Open Space Environment review as a high-level document to analyse current open space land for the District Plan Open Space Environment review. Focus was on Sports and Recreation park and Neighbourhood park provision as these categories have national benchmarks.

The national benchmark for Sports and Recreation park provision is 2.00ha/1000 residents and Hikurangi has a surplus of 7.62ha/1000 residents. The national benchmark for Neighbourhood Parks is 0.8ha/1000 and Hikurangi has a shortage with 0.10ha/1000.

The 20-year prediction for Hikurangi is for an oversupply of 5.78ha of Sports and Recreation park provision and under supply of Neighbourhood park provision of 1.38ha/1000 (net over supply of 4.4ha by 2038).

However, the review concludes that across the District the level of provision for Sports and Recreation will be less than 2.00ha/1000 residents based on expected level of growth by 2038. The review recommends an additional 67ha of Sports and Recreation park land will be required to make up the shortfall.

4.1 Financial/budget considerations

The property has been valued at \$264,000 plus GST if any by a registered valuer.

I 2018 Council provided a budget for the acquisition of new sports fields. \$10,000,000 is set aside in Year 10 for land acquisition. It is recommended that \$264,000 is bought forward to purchase this land.

Future maintenance and operational costs will be covered from existing budgets.

4.2 Policy and planning implications

This property is zoned in the operative district plan as Open Space which is a suitable zone for a Sports Park.

However, under the current District Plan review PC115 – Open Space, this property is proposed to be zoned Rural Countryside. Should Council approve this purchase and prior to further submissions on PC115 being asked for we could submit a request to stay Open Space.

4.3 Options

Council's options are:

Option 1

Negotiate the purchase of the property. This is the preferred option as it provides future options for the development of the Sports Park.

Option 2

Decline the offer to purchase this land. This is not a preferred option as the land will be sold for housing purposes. The development of housing will mean there will be neighbours much closer to the Sports Park who may be impacted by the effects of sports park activities including the shortage of parking.

4.4 Risks

The risk is that the community cannot fulfil their expectations for the development or use of the Hikurangi Sports Park if this land is developed for housing purposes. The impact of housing development could be complaints about lack of parking, noise or lighting glare from training lights and constraints for future development. The likelihood of complaints is high as there is currently a parking shortage.

5 Significance and engagement

As this project is provided for in the Long-term Plan it is considered that the decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

7.1 2019 Whangarei District Council Resident Satisfaction Survey

Meeting: Whangarei District Council
Date of meeting: 29 August 2019
Reporting officer: Dominic Kula - General Manager Strategy and Democracy

1 Purpose

To Provide Council with results of the 2019 Whangarei District Council Resident Satisfaction Survey.

2 Recommendation

That Council receives the information provided in the 2019 Whangarei District Council Resident Satisfaction Survey.

3 Background

The Whangarei District Council Resident Satisfaction Survey is conducted in May/June each year by an independent research agency. This survey identifies the perceptions of residents in the Whangarei District, specifically satisfaction with council services and facilities.

The survey relates to performance measures in the 2018 – 2028 Long Term Plan (LTP) but is also a useful indicator of resident's perception of council performance across many of our functions. This is the first survey using the 2018 – 2028 LTP measures.

4 Discussion

4.1 Survey Methodology

The 2019 Whangarei District Council Resident Satisfaction Survey continues the approach of a mix of landline and online sample survey method used in last year's survey. This year the sample size was increased from 500 to 600.

Survey Method	Sample size
Telephone (CATI)	397
Online	203
Total Survey sample size	600

The combination of telephone and online methods has resulted in a more representative sample.

The 2019 Whangarei District Council Resident Satisfaction Survey contains new questions. These new questions reflect the performance measures included in the 2018 – 2028 LTP. The previous 2018 survey was based on the 2015 – 2025 LTP.

4.2 Survey results

The survey results have been structured to better align with the activity profiles as outlined in our LTP and Annual Plans, to give a snapshot for each of our council functions.

This year sees a decrease in satisfaction on some measures compared with the previous year.

Notable areas where there has been a change compared to the 2018 survey relate to transport matters such as the quality of our roads. Overall council performance has reduced as outlined below:

- 55% compared to 61% in 2018 (7-10 scores)
- 80% compared to 86% in 2018 (5-10 scores)

4.3 Residents priorities

This survey identifies the following top three priorities:

- Transportation and the roading network (46%)
- Strategic and district planning (9%)
- Solid waste (8%)

4.4 Next steps

The survey results will feed into the 2018-19 Annual Report. The results will also be used to inform planning for future Annual Plan and Long Term Plans.

5 Significance and engagement

The matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website and items on Council News and Facebook.

6 Attachments

1. 2019 Whangarei District Council Resident Satisfaction Survey
2. 2019 Year on Year Comparison Whangarei District Council Resident Satisfaction Survey

Whangarei District Council Resident Satisfaction Survey

JULY 2019

Executive Summary

Whangarei District Council is the local authority responsible for the Whangarei district. Versus Research (Versus) has been commissioned by Whangarei District Council to oversee an annual Resident Satisfaction Survey. This survey looks at various Council services and facilities and how these are perceived in terms of satisfaction among Whangarei residents.

Survey changes

This year saw some changes to the survey design with questions removed, questions added and some questions rephrased. These changes can be identified in the tables below;

Questions removed

How do you normally move about the district?

Have you in the last year, cycled in the Whangarei district?

Using the scale of 1-10, how satisfied are you that the natural environment in the Whangarei district is being preserved and sustained for future generations?

Where or from whom do you mainly see, read, or hear information about the Council?

In the last 12 months, have you or a member of your household attended a function, conference or event at the Forum North Performance Conference and Expo Centre?

Have you used customer services at Forum North/Ruakaka in the last year?

How satisfied are you with the service provided by our customer services team at the Forum North or Ruakaka?

Questions added

How satisfied are you with the flow and pressure of the district's water supply?

During the year, has your household or business adopted water conservation techniques?

How satisfied are you with shared paths and cycling networks?

How satisfied are you with the natural trails in the district?

How satisfied are you with the range of services available at the libraries?

How satisfied are you with the range of facilities available at libraries e.g., computers, books etc?

How satisfied are you with the range of offerings for different age groups?

How satisfied are you with the range of available online books?

You stated you were dissatisfied with one or more of Council's activities/ services, were you aware you could report an issue to Council?

Did you report the issue?

What issues did you report on?

Why did you not report the issue?

How much do you agree with the following; my household does everything it can to reduce our waste?

Executive Summary

How much do you agree with the following; I would like to reduce my household's waste more, but I am not sure how?

How concerned are you with the effects of climate change in your local area?

What do you perceive will be the biggest impacts of climate change?

Rephrased questions

2018	2019
We would like to ask you some questions about waste management. Please advise from the following if you have used or visited the facility in the last 2 years?	Are you on the districts wastewater network?
How satisfied are you with the wastewater service, that is, the sewerage system?	How satisfied are you with the sewerage system?
The district libraries are the Central, Kamo and Tikipunga libraries, and the mobile library. Have you used a district library in the last 12 months?	District libraries include the Central, Kamo, Onerahi and Tikipunga libraries as well as the mobile library. Have you visited any one of these libraries or used online services (e-books) within the last 12 months?

Year on year results

The following tables present findings for key measures. Measures are presented twice, showing results of satisfaction scores 5-10 and scores 7-10. Significance testing has been done to indicate if changes between this year's and 2018's results are statistically significant. A green shading in the table indicates a significant increase, while red shading in the table indicates a significant decrease.

More detail relating to each measure can be found in the main body of the report along with various demographic insights.

Roading and transport has seen a number of significant decreases among their key measures. Few statistically significant decreases and increases have been identified across the remaining areas for 2019.

Executive Summary

COMPARISON OF 2014 – 2019 5-10 SCORES

Transportation

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Quality of sealed roads	71%	67%	69%	77%	73%	58%	60%
Maintenance of unsealed roads	51%	54%	48%	51%	51%	34%	42%
Management of traffic flow peaks	69%	61%	63%	51%	55%	42%	46%
Safety of the roads in the district	74%	70%	70%	87%	82%	60%	60%
Street lighting	82%	73%	81%	82%	81%	75%	80%
Footpaths in urban areas	73%	73%	77%	80%	76%	74%	77%
Parking in CBD	57%	61%	55%	64%	53%	50%	51%
Shared paths and cycling networks	-	-	-	-	-	70%	80%

Waste management and water supply

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Flow and pressure of the district's water supply*	-	-	-	-	-	91%	92%
Water supply*	98%	100%	99%	97%	94%	89%	92%
Public toilets	82%	86%	89%	82%	80%	62%	69%
The sewerage system	65%	76%	70%	75%	69%	69%	86%
Stormwater drainage	65%	76%	68%	74%	70%	69%	80%
Kerbside rubbish and recycling collection	-	-	-	-	-	78%	79%
Transfer stations and Re:Sort facility	81%	86%	85%	81%	75%	72%	80%
Litter control	65%	76%	75%	77%	72%	63%	65%

*Please note, only users were asked this in previous years, so results are displayed at a user level.

Measure	2014 (YES)	2015 (YES)	2016 (YES)	2017 (YES)	2018 (YES)	2019 (YES) TOTAL
Adoption of water saving techniques*	-	-	-	-	-	70%

Parks and Recreation (Users)

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Council playgrounds	98%	96%	94%	96%	93%	89%	89%
Council skateparks	-	-	-	-	-	83%	84%
Sports parks in the district	95%	93%	96%	95%	93%	90%	92%
The district's beaches and coastal facilities	96%	97%	96%	93%	95%	94%	94%
Council cemeteries	97%	95%	96%	94%	95%	96%	97%
Neighbourhood, city, and district parks	96%	95%	96%	96%	92%	90%	92%
Natural trails in the district	-	-	-	-	-	96%	98%
Council tracks, walkways and cycleways (includes Hatea Loop)	-	-	-	97%	97%	96%	98%
Dog parks and other dog-friendly recreation areas	-	-	-	94%	92%	91%	93%

Libraries

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
The range of services available at the libraries	-	-	-	-	-	68%	98%
The range of facilities available at libraries, e.g., computers, books etc.	-	-	-	-	-	67%	97%
The range of offerings for different age groups	-	-	-	-	-	62%	98%
The range of available online books	-	-	-	-	-	30%	91%

*Please note, only users were asked this

Community Services

Measure	2014 (definitely/ mostly)	2015 (definitely/ mostly)	2016 (definitely/ mostly)	2017 (definitely/ mostly)	2018 (definitely/ mostly)	2019 (definitely/ mostly) TOTAL	2019 (definitely/ mostly) TOTAL EXCL. DK
Safety in the district*	83%	87%	82%	86%	83%	77%	77%

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Initiatives to create a safe and crime-free district	66%	77%	74%	85%	82%	64%	75%

Venues and Facilities

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
The quality of venues and events at Forum North and Northland Events Centre	92%	91%	92%	96%	92%	77%	89%

Council Performance

Measure	2014 (Okay - very good)	2015 (Okay - very good)	2016 (Okay - very good)	2017 (Okay - very good)	2018 (Okay - very good)	2019 (Okay - very good) TOTAL	2019 (Okay - very good) TOTAL EXCL. DK
Relationship with Māori residents	-	-	-	-	-	48%	78%

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Overall performance of Council	94%	90%	91%	91%	86%	80%	81%

*Please note, due to a small scale, this is only shown in the 5-10 results and not in the 7-10 findings.

COMPARISON OF 2014 – 2019 7-10 SCORES

Transportation

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Quality of sealed roads	37%	31%	35%	38%	37%	24%	25%
Maintenance of unsealed roads	22%	20%	18%	21%	18%	10%	13%
Management of traffic flow peaks	43%	31%	30%	18%	24%	18%	20%
Safety of the roads in the district	37%	36%	35%	58%	49%	30%	30%
Street lighting	49%	46%	49%	61%	55%	52%	55%
Footpaths in urban areas	36%	43%	45%	54%	47%	46%	48%
Parking in CBD	28%	27%	22%	37%	26%	26%	27%
Shared paths and cycling network	-	-	-	-	-	47%	54%

Waste Management and Water Supply

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
The flow and pressure of the district's water*	-	-	-	-	-	78%	78%
The district's water supply overall*	90%	93%	87%	90%	83%	74%	77%
Public toilets	50%	59%	71%	59%	54%	38%	42%
The sewerage system	48%	64%	56%	64%	56%	51%	63%
Stormwater drainage	41%	58%	50%	54%	47%	43%	50%
Kerbside rubbish and recycling collection	-	-	-	-	-	64%	65%
Transfer stations and Re:Sort facility	66%	68%	70%	68%	62%	55%	62%
Litter control	40%	53%	52%	49%	48%	41%	43%

*Please note, only users were asked this in previous years, so results are displayed at a user level.

Parks and Recreation (Users)

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Council playgrounds	87%	85%	83%	85%	81%	70%	70%
Council skateparks	-	-	-	-	-	57%	58%
Sports parks in the district	86%	84%	85%	84%	82%	76%	78%
District beaches and coastal facilities	85%	88%	84%	82%	81%	80%	80%
Council cemeteries	88%	92%	88%	88%	85%	88%	89%
Neighbourhood, city, and district parks	84%	81%	84%	82%	77%	72%	74%
Natural trails in the district	-	-	-	-	-	89%	90%
Council tracks, walkways and cycleways (includes Hatea Loop)	-	-	-	95%	90%	86%	88%
Dog parks and other dog-friendly recreation areas	-	-	-	77%	75%	72%	74%

Libraries

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
The range of services available at the libraries	-	-	-	-	-	63%	91%
The range of facilities available at libraries, e.g., computers, books etc.	-	-	-	-	-	61%	89%
The range of offerings for different age groups	-	-	-	-	-	56%	88%
The range of available online books	-	-	-	-	-	22%	67%

Community Services

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Initiatives to create a safe and crime-free district	36%	41%	42%	62%	58%	39%	46%

Venues and Facilities

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
The quality of venues and events at Forum North and Northland Events Centre	74%	76%	77%	84%	73%	57%	66%

Council Performance

Measure	2014 (Good/ very good)	2015 (Good/ very good)	2016 (Good/ very good)	2017 (Good/ very good)	2018 (Good/ very good)	2019 (Good/ very good) TOTAL	2019 (Good/ very good) TOTAL EXCL. DK
Relationship with Māori residents	43%	48%	52%	48%	36%	27%	44%

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Overall performance of Council	63%	63%	67%	71%	61%	55%	55%

Table of Contents

Executive Summary	2
Table of Contents	10
Method	11
Survey Changes	12
Reporting of Results	14
Transportation	15
Waste Management and Water Supply	25
Community Facilities and Services	37
Reporting - Dissatisfaction	62
Environment	66
Forward Planning	72
Council Performance	78

Method

Whangarei District Council has commissioned Versus Research (Versus) to conduct an annual Resident Satisfaction Survey. This survey looks at perceptions and satisfaction ratings among residents with particular focus on Council services and facilities. Interviewing for this survey was conducted across June and July 2019.

A mixed method approach was employed to gather responses. These included both an online approach where n=203 responses were collected, and CATI (Computer aided telephone interviewing) where n=397 responses were collected.

Sample selection

A sample was stratified based on the wards which make up the Whangarei District. That is, the sample was designed to represent the proportionate spread of residents across the varying areas of the Whangarei District. The table below shows the collected sample by ward.

Ward	n=600
Mangakahia - Maungatapere Ward	n=69
Hikurangi - Coastal Ward	n=79
Whangarei Heads Ward	n=59
Denby Ward	n=146
Okara Ward	n=169
Bream Bay Ward	n=78

Weighting

This project's final dataset was weighted by age and gender. Weighting the data ensures that both gender and age are represented accurately and proportionately to the Whangarei population in the final findings. Weighting prevents the over or under representation of a demographic group, so as to avoid skewing the results. Gender and age weightings were based on the 2013 Census (Statistics New Zealand). The proportions used to weight the dataset are shown in the table below.

Proportions

Demographic	Proportion of Whangarei District's Population
Male 18 to 39	14%
Female 18 to 39	16%
Male 40 to 59	18%
Female 40 to 59	20%
Male 60 years and over	15%
Female 60 years and over	17%
Total	100%

Margin of error

Margin of error (MoE) is a statistic used to indicate the amount of sampling error present in a survey's results. This is important when analysing a subset of data, as a smaller sample usually gives a greater MoE. This survey had a final sample size of n=600, giving a maximum margin of error of +/- 4.0 percent at the 95% confidence interval. That is, if the observed result on the total sample of n=600 respondents is 50% (point of maximum margin of error), then there is a 95% probability that the true answer falls between 46% and 54%.

Survey Changes

This year's Resident's Satisfaction Survey saw the removal, addition, and rephrasing of various questions. These changes are highlighted in the tables below.

Removed

How do you normally move about the district?

Have you in the last year, cycled in the Whangarei district?

Using the scale of 1-10, how satisfied are you that the natural environment in the Whangarei District is being preserved and sustained for future generations?

Where or from whom do you mainly see, read, or hear information about the Council?

In the last 12 months, have you or a member of your household attended a function, conference or event at the Forum North Performance Conference and Expo Centre?

Have you used customer services at Forum North/Ruakaka in the last year?

How satisfied are you with the service provided by our customer services team at the Forum North or Ruakaka?

Added

How satisfied are you with the flow and pressure of the district's water supply?
During the year, has your household or business adopted water conservation techniques?
How satisfied are you with shared paths and cycling networks?
How satisfied are you with the natural trails in the district?
How satisfied are you with the range of services available at the libraries?
How satisfied are you with the range of facilities available at libraries e.g., computers, books etc?
How satisfied are you with the range of offerings for different age groups?
How satisfied are you with the range of available online books?
You stated you were dissatisfied with one or more of Council's activities/ services, were you aware you could report an issue to Council?
Did you report the issue?
What issues did you report on?
Why did you not report the issue?
How much do you agree with the following; my household does everything it can to reduce our waste?
How much do you agree with the following; I would like to reduce my household's waste more, but I am not sure how?
How concerned are you with the effects of climate change in your local area?
What do you perceive will be the biggest impacts of climate change?

Rephrased

2018	2019
We would like to ask you some questions about waste management. Please advise from the following if you have used or visited the facility in the last 2 years?	Are you on the district's wastewater network?
How satisfied are you with the wastewater service, that is, the sewerage system?	How satisfied are you with the sewerage system?
The district libraries are the Central, Kamo and Tikipunga libraries, and the mobile library. Have you used a district library in the last 12 months?	District libraries include the Central, Kamo, Onerahi and Tikipunga libraries as well as the mobile library. Have you visited any one of these libraries or used online services (e-books) within the last 12 months?

Reporting of Results

Reporting of Results

The majority of results are presented at a total level. If the results are shown at the user level, this is noted as such. Findings are compared to previous years (where applicable), or between users and non users.

Significance testing has been applied to the results to indicate a statistically significant decrease or increase between 2019's and 2018's findings. Significance testing is done at the 95% confidence interval and significant changes (both increases and decreases), are shown by a small square around the figure.

Data labels on charts for smaller proportions (2% or lower) are not indicated on the chart due to the overlapping of labels making the figures difficult to read. Similarly, percentages 3% and lower with significant differences will not be indicated through the small squares around the figure.

It is important to note that due to rounding and questions which allow multiple answers, percentages will not always add to 100%

Where there has either been an addition or rephrasing of a question, an asterisk (*) will indicate that a change has occurred in this year's survey design.

In area tables, a red font with a downward arrow indicates this area's result is significantly lower than the total level, while a blue font with an upward arrow indicates this area's result is significantly higher than the total result. Please note, these demographic differences are not compared year on year.

Demographic Differences

At the end of each section, measures have been run by demographics (age, income, gender) to indicate whether a specific demographic group is statistically more likely or less likely to indicate a specific response.

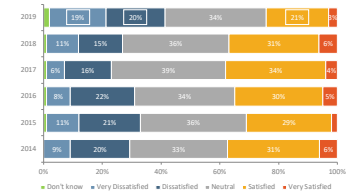
Coded responses

Some responses required participants to provide verbatim responses. To this, recorded responses have been coded and grouped into common themes identified among responses.

Roading and Transport

The Quality of Sealed Roads | 2014-2019

Satisfaction with the quality of sealed roads has had a significant decrease to 24% compared to 2018 (37%), with respondents reporting either satisfied (22%) or very satisfied (2%). Concurrently, dissatisfied (20%) and very dissatisfied (12%) ratings significantly increased the overall dissatisfied result to 32% (c.f. 2018, 20%).



Area Differences

	Mangakaha-Mangakapa	Hiburng Coastal	Whangarei Heads	Denby	Okara	Broom Bay
Very Dissatisfied	13%	21%	16%	18%	16%	33% ↑
Dissatisfied	25%	23%	39% ↑	14%	21%	8%
Neutral	23%	35%	34%	43%	33%	34%
Satisfied	33%	18%	12%	19%	25%	19%
Very Satisfied	3%	2%	0%	4%	3%	5%
Don't know	4%	1%	0%	1%	3%	1%

(Blue color in 2019)

Roading and Transport

Demographic Differences



AGE 18-39

MORE LIKELY TO

Be dissatisfied with the safety of the roads (34%), dissatisfied with the quality of sealed roads (29%) and very satisfied with footpaths in urban areas (15%).



AGE 40-59

LESS LIKELY TO

Not know how to rate the quality of sealed roads (0%).



AGE 60+

MORE LIKELY TO

Be satisfied (12%) or very satisfied (7%) with the safety of roads in the district. Be satisfied with the quality of sealed roads (31%). Be unsure about the management of morning and evening peak traffic flows (14%).

LESS LIKELY TO

Be dissatisfied with the maintenance of unsealed roads (20%). Be very dissatisfied with parking in Whangarei CBD (18%).



INCOME

RESIDENTS WHO EARN UNDER \$20K: MORE LIKELY TO

Be unsure how to rate parking in the Whangarei CBD (13%).

RESIDENTS WHO EARN \$20 AND \$39K: MORE LIKELY TO

Be satisfied with the quality of sealed roads (34%). Be unsure how to rate the maintenance of unsealed roads (29%).



GENDER

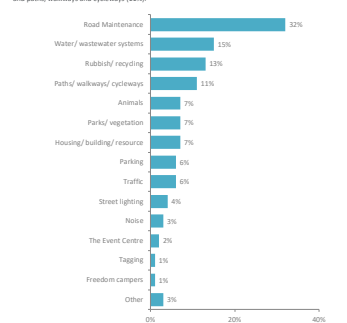
No significant differences were noted at a gender level.

Whangarei District Council | Resident Satisfaction Survey | JULY 2019 24

Reporting Dissatisfaction

Issue reported | 2019 *

Of those that reported an issue, 32% reported issues relating to road maintenance. This is consistent with the increase in dissatisfaction ratings seen this year and identified under the transport section. Other key issues reported included matters relating to water or wastewater systems (15%), rubbish or recycling (13%) and paths, walkways and cycleways (11%).



(Blue color in 2019)



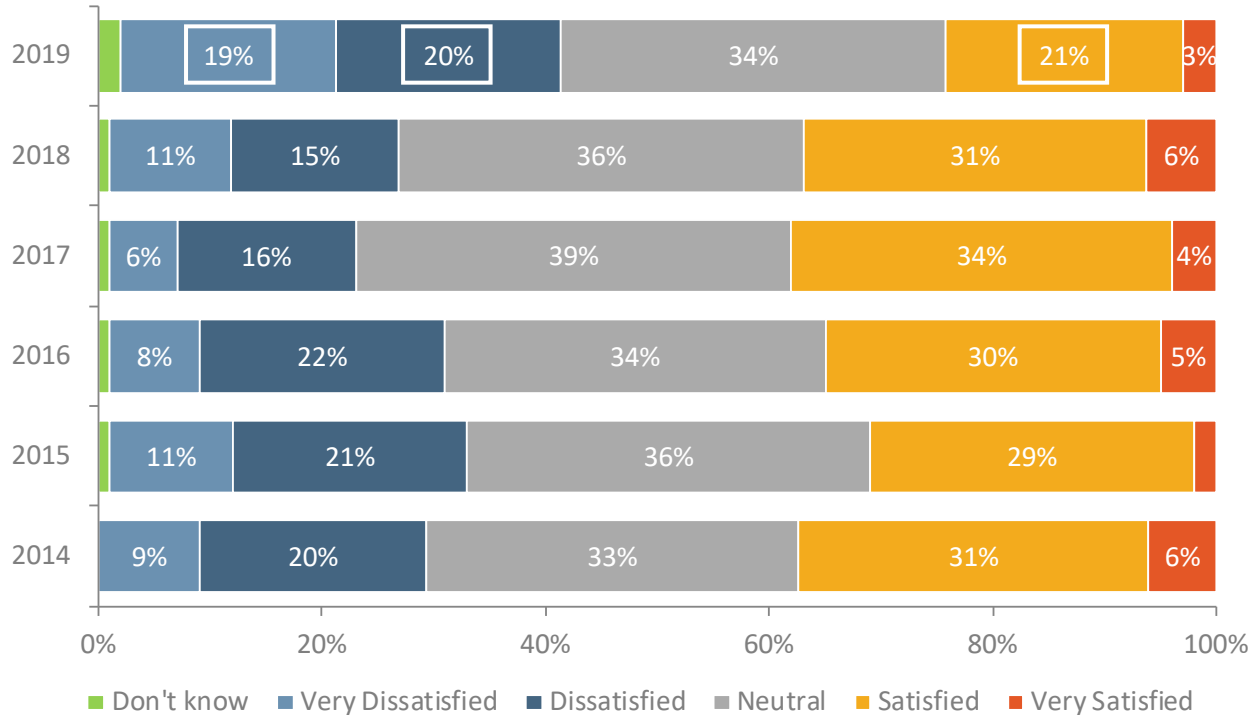
Transportation

Roading and Transport



The Quality of Sealed Roads | 2014-2019

Total satisfaction with the quality of sealed roads has had a significant decrease to 24% compared to 2018 (37%), with respondents reporting to be either satisfied (21%) or very satisfied (3%) with this. Concurrently, dissatisfied (20%) and very dissatisfied (19%) ratings significantly increased the overall dissatisfied result to 39% (c.f. 2018, 26%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	13%	21%	16%	18%	16%	33% ↑
Dissatisfied	25%	23%	39% ↑	14%	21%	8%
Neutral	23%	35%	34%	43%	33%	34%
Satisfied	33%	18%	12%	19%	25%	19%
Very Satisfied	3%	2%	0%	4%	3%	5%
Don't know	4%	1%	0%	1%	3%	1%

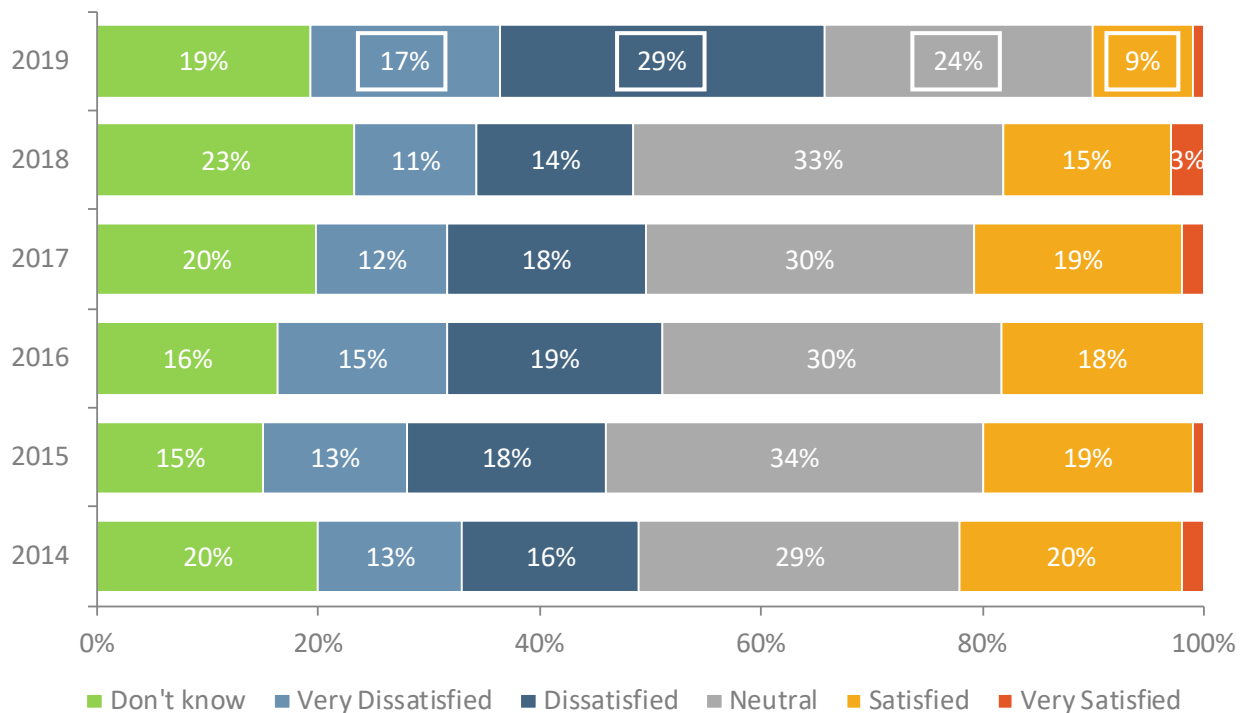
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Roading and Transport



Maintenance of Unsealed Roads | 2014-2019

Overall satisfied ratings for the maintenance of unsealed roads dropped significantly this year (10% c.f. 2018, 18%), with just 1% of respondents reporting they were very satisfied (c.f. 2018 3%) and 9% reporting they were satisfied (c.f. 2018 15%). The significant increase in overall dissatisfaction for 2019 (46% c.f. 2018, 25%) appears to be primarily driven by the significant increase in dissatisfied ratings (29% c.f., 2018, 14%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	16%	23%	16%	11%	13%	30% ↑
Dissatisfied	25%	34%	32%	33%	21%	37%
Neutral	31%	20%	28%	17%	29%	18%
Satisfied	13%	7%	10%	6%	12%	7%
Very Satisfied	0%	3%	1%	1%	1%	1%
Don't know	14%	14%	13%	32% ↑	24%	6% ↓

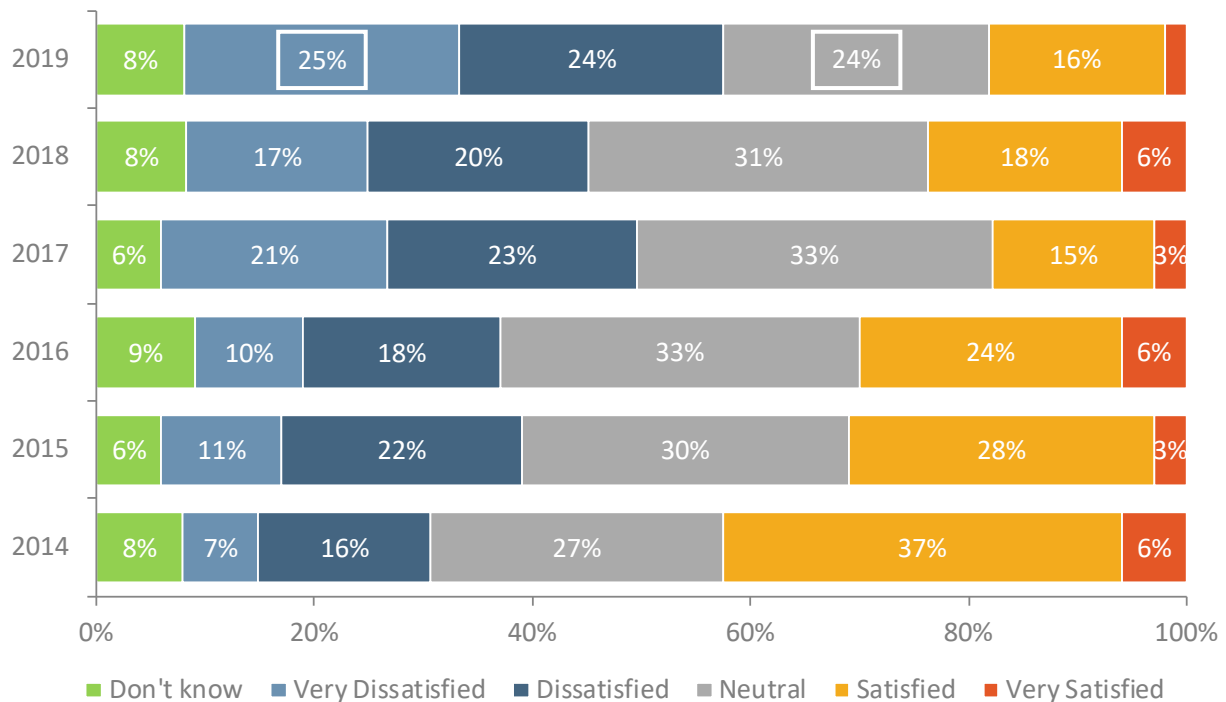
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Roading and Transport



Management of Peak Traffic Flows | 2014-2019

This year, 18% of residents were either satisfied (16%) or very satisfied (2%) with the management of peak traffic. This is a significant decrease from 2018 where 24% of respondents were either satisfied (18%) or very satisfied (6%). This decrease has been met by a significant increase in this year's overall dissatisfaction results (49% c.f. 2018, 37%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	32%	20%	37%	20%	28%	18%
Dissatisfied	21%	29%	28%	30%	22%	17%
Neutral	20%	30%	18%	26%	25%	22%
Satisfied	18%	15%	16%	13%	16%	20%
Very Satisfied	1%	0%	0%	2%	2%	5%
Don't know	8%	6%	2%	9%	7%	18%

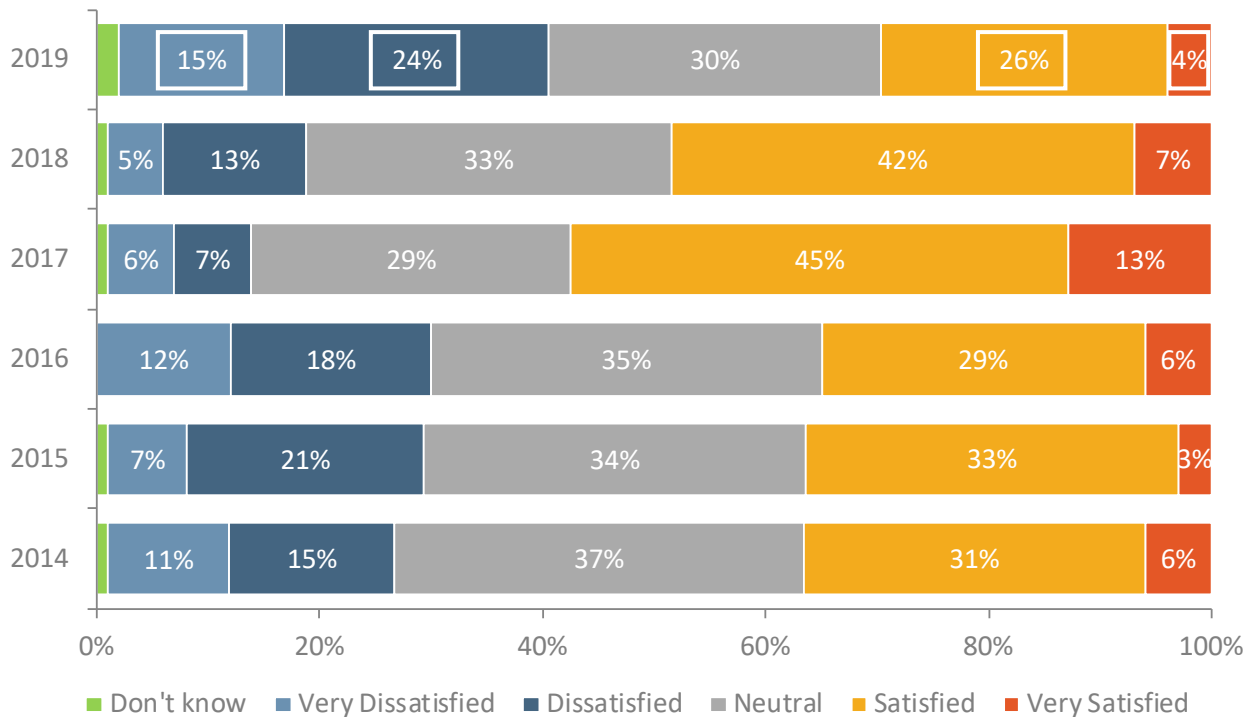
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Roading and Transport



Safety of Roads in the District | 2014-2019

This year saw a significant decrease in overall satisfaction with 30% of respondents (c.f. 2018, 49%) either satisfied (26%) or very satisfied (4%) with safety of the roads in the district. This was matched by an increase in overall dissatisfaction ratings for road safety (39% c.f. 2018, 18%) with respondents either dissatisfied (24%) or very dissatisfied (15%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	22%	16%	10%	9%	14%	24%
Dissatisfied	18%	22%	32%	27%	20%	25%
Neutral	26%	41%	24%	31%	27%	28%
Satisfied	30%	17%	35%	24%	31%	17%
Very Satisfied	1%	1%	0%	5%	6%	5%
Don't know	2%	3%	0%	4%	2%	1%

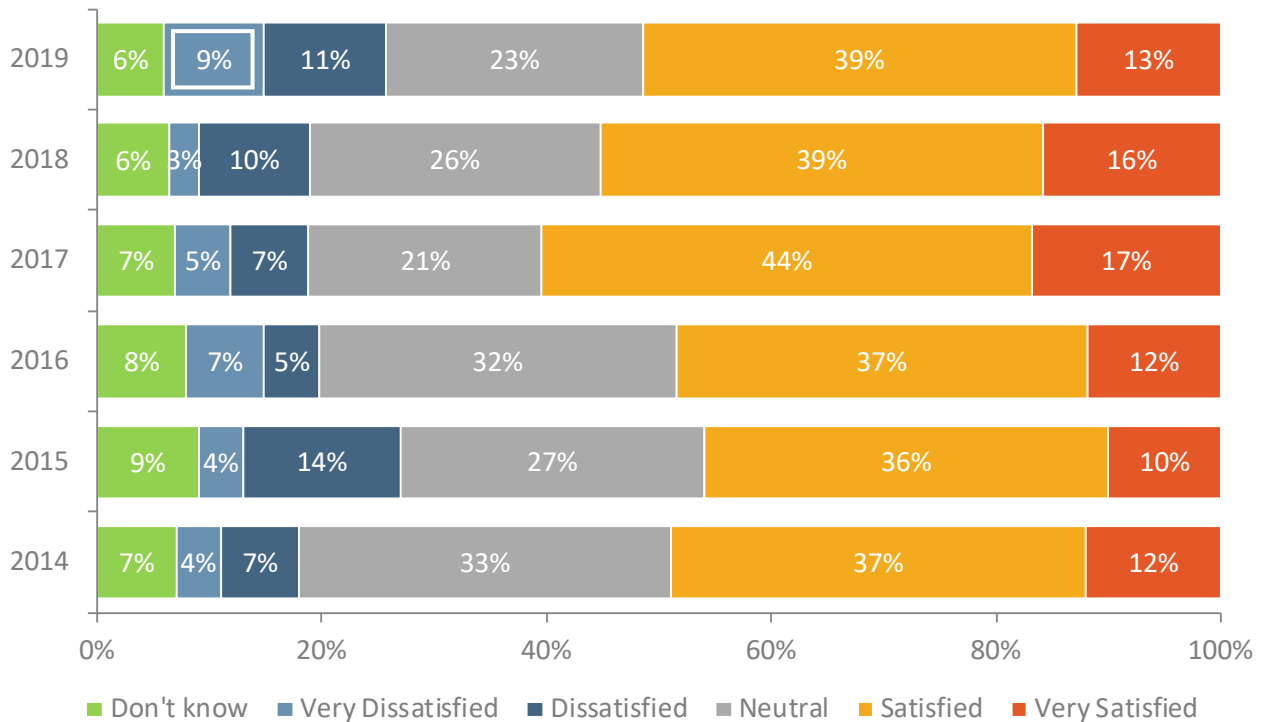
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Roading and Transport



Street Lighting | 2014-2019

This year, 52% of residents were indicated overall satisfaction with street lighting, which is a slight decrease from 2018 results (55%). Twenty percent of respondents were either dissatisfied (11%) or very dissatisfied (9%) with street lighting. This is a significant increase compared to last year's overall dissatisfied result (13%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	9%	4%	3%	12%	7%	13%
Dissatisfied	9%	5%	20%	12%	9%	12%
Neutral	28%	34%	19%	23%	22%	16%
Satisfied	33%	38%	42%	39%	39%	42%
Very Satisfied	9%	11%	7%	11%	21%	10%
Don't know	11%	8%	9%	3%	2%	7%

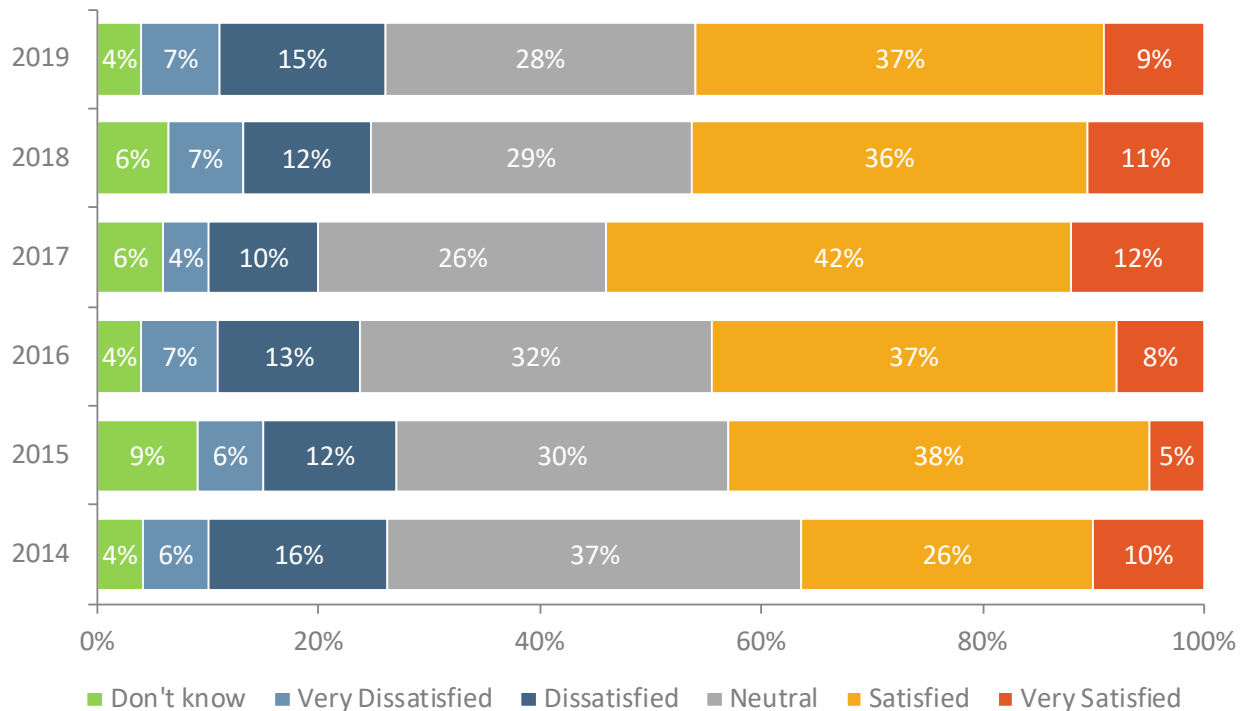
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Roading and Transport



Footpaths in Urban Areas | 2014-2019

Forty six percent of respondents expressed they were either satisfied (37%) or very satisfied (9%) with footpaths in urban areas. Twenty two percent of residents noted they were dissatisfied (15%) or very dissatisfied (7%). This is a 3% increase compared to last year's 19% dissatisfaction scorings however, this increase is not significant.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	5%	4%	7%	8%	7%	13%
Dissatisfied	18%	11%	8%	16%	14%	21%
Neutral	20%	41%	24%	30%	28%	21%
Satisfied	36%	36%	51%	36%	35%	35%
Very Satisfied	15%	6%	3%	6%	14%	7%
Don't know	7%	3%	7%	4%	2%	3%

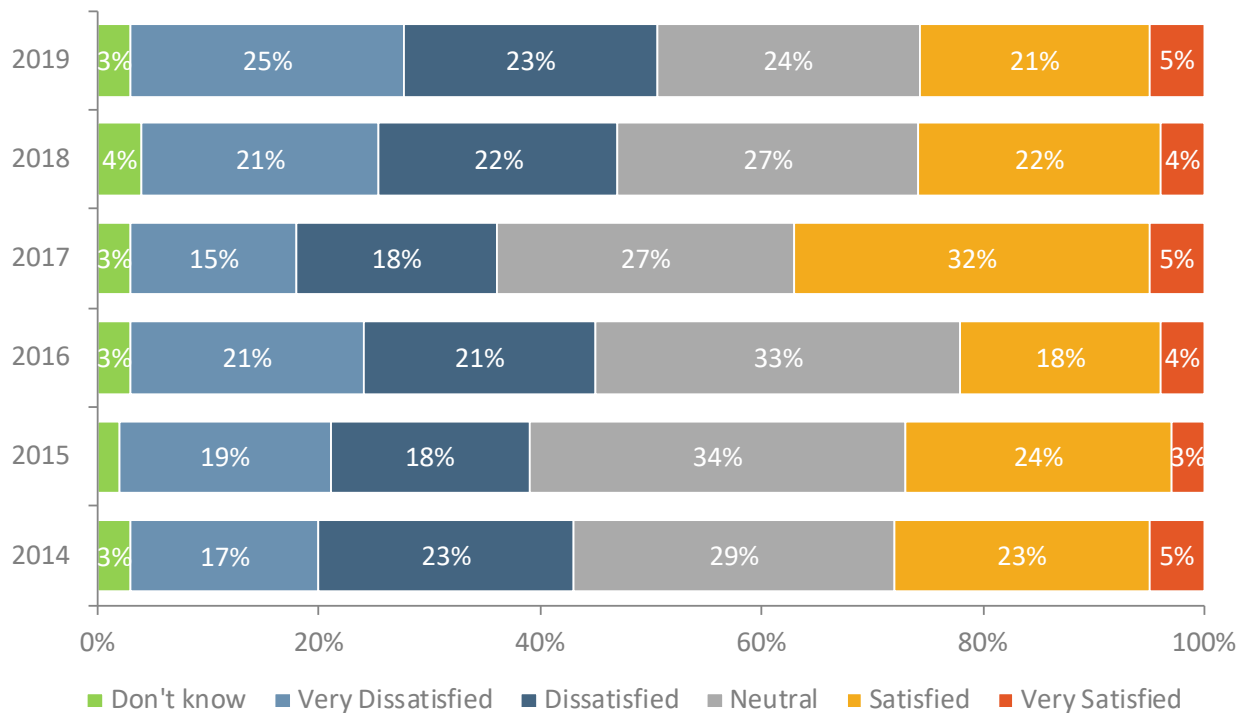
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Roading and Transport



Parking in the CBD | 2014-2019

Overall satisfaction results remain the same as 2018 (26%) with respondents noting they were either satisfied (21%) or very satisfied (5%). While not statistically significant, neutral ratings dropped by 3% since last year (27%) to 24%. In contrast, overall dissatisfaction ratings increased to 48% (c.f. 2018, 43%). This increase has no statistical significance.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	36%	27%	26%	23%	22%	23%
Dissatisfied	15%	24%	23%	32%	14%	27%
Neutral	13%	32%	30%	21%	24%	22%
Satisfied	23%	13%	19%	15%	29%	20%
Very Satisfied	11%	1%	2%	4%	6%	7%
Don't know	1%	2%	0%	5%	4%	1%

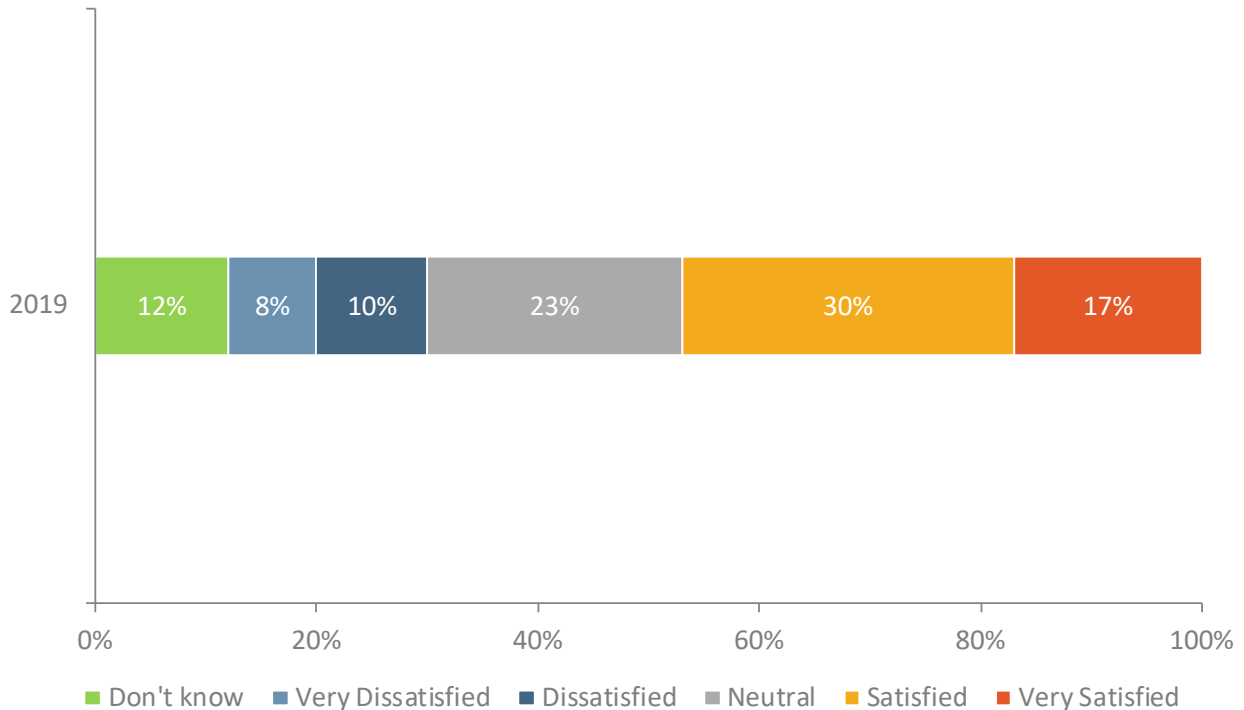
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Roading and Transport



Shared Paths and Cycling Network | 2019 *

New to the Residents Survey this year, 47% of respondents were either satisfied (30%) or very satisfied (17%) with shared paths and cycling networks, while 18% were either dissatisfied (10%) or very dissatisfied (8%). Twelve percent of residents weren't sure, while 23% of residents provided neutral ratings.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	12%	7%	6%	9%	7%	8%
Dissatisfied	5%	12%	11%	9%	9%	14%
Neutral	27%	23%	16%	25%	21%	24%
Satisfied	21%	29%	38%	27%	37%	25%
Very Satisfied	22%	14%	14%	19%	20%	10%
Don't know	12%	15%	15%	11%	6%	19%

(Base size n=600)

Roading and Transport



Demographic Differences



AGE 18-39

MORE LIKELY TO

Be dissatisfied with the safety of the roads (34%), dissatisfied with the quality of sealed roads (29%), and very satisfied with footpaths in urban areas (15%).



AGE 40-59

LESS LIKELY TO

Not know how to rate the quality of sealed roads (0%).



AGE 60+

MORE LIKELY TO

Be satisfied (32%) or very satisfied (7%) with the safety of roads in the district.

Be satisfied with the quality of sealed roads (31%).

Be unsure about the management of morning and evening peak traffic flows (14%).

LESS LIKELY TO

Be dissatisfied with the maintenance of unsealed roads (20%).

Be very dissatisfied with parking in Whangarei CBD (18%)



INCOME

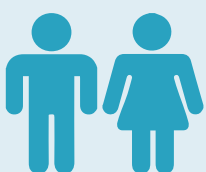
RESIDENTS WHO EARN UNDER \$20K: MORE LIKELY TO

Be unsure how to rate parking in the Whangarei CBD (13%).

RESIDENTS WHO EARN \$20K AND \$39K: MORE LIKELY TO

Be satisfied with the quality of sealed roads (34%).

Be unsure how to rate the maintenance of unsealed roads (29%)



GENDER

No significant differences were noted at a gender level.



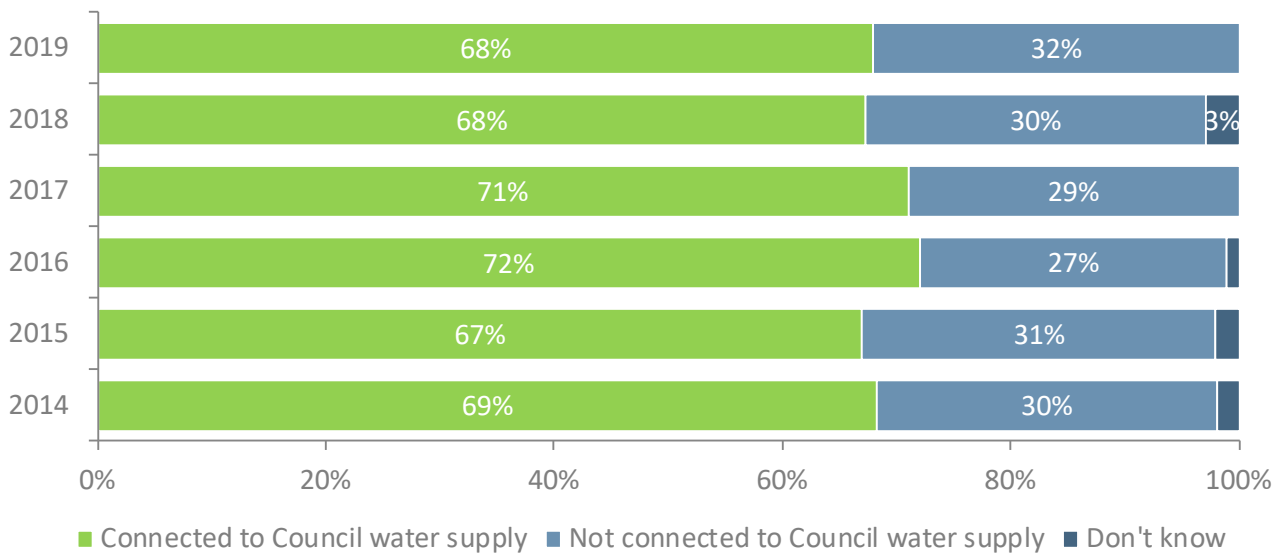
Waste Management and Water Supply

Water



District Water Supply Usage | 2019 *

On par with last year's results, 68% of respondents indicated they used the district water supply while 32% indicated they did not (c.f. 2018, 30%). It is important to note is that the measure for 2019 changed slightly with respondents only being able to answer 'yes' or 'no', and not having the option to answer 'don't know', as was done in previous years.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Yes	35% ↓	23% ↓	46% ↓	96% ↑	95% ↑	64%
No	65% ↑	77% ↑	54% ↑	4% ↓	5% ↓	36%

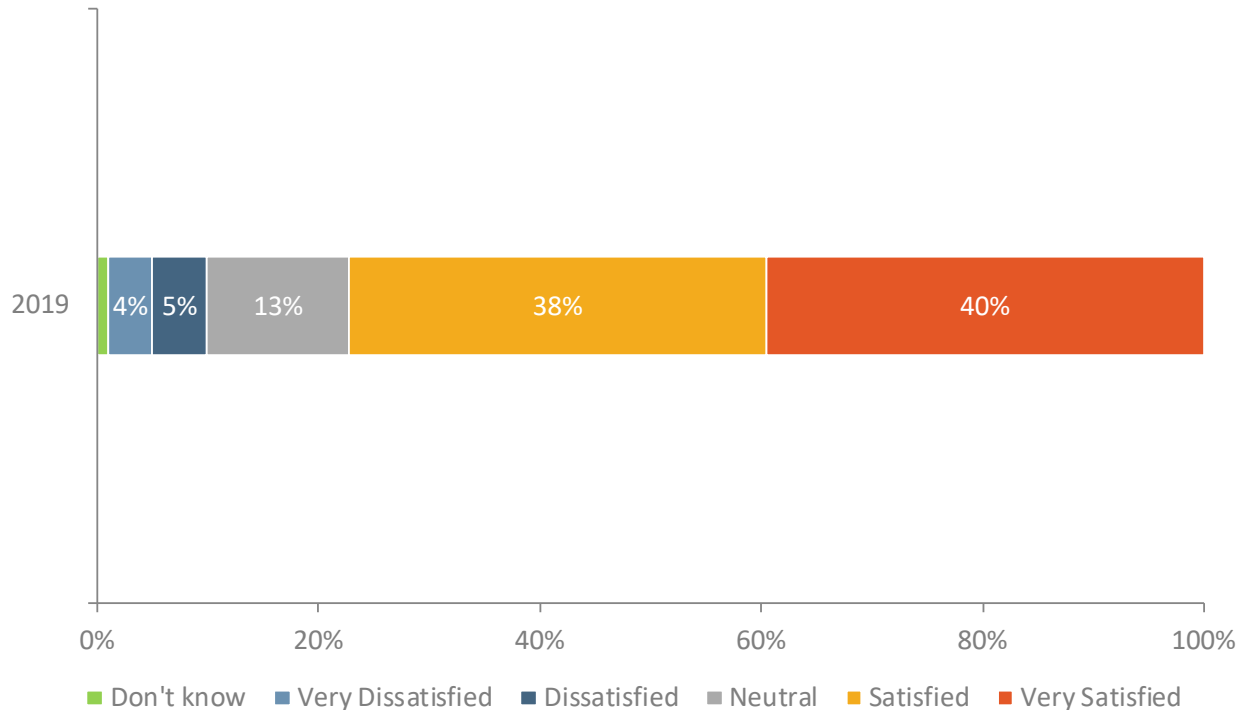
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Water



Flow and Pressure (users) | 2019 *

Thirty eight percent of district water supply users indicated they were satisfied with the flow and pressure of water, while 40% indicated they were very satisfied. Just 9% of users noted they were either dissatisfied (5%) or very dissatisfied (4%), while 13% of users indicated they were neither satisfied nor dissatisfied with the flow and pressure of the district water supply.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	6%	6%	1%	4%	4%
Dissatisfied	0%	6%	4%	7%	4%	5%
38%Neutral	15%	3%	14%	13%	12%	13%
Satisfied	25%	42%	60%	41%	37%	38%
Very Satisfied	60%	40%	9% ↓	37%	44%	40%
Don't know	0%	3%	7% ↑	1%	0%	1%

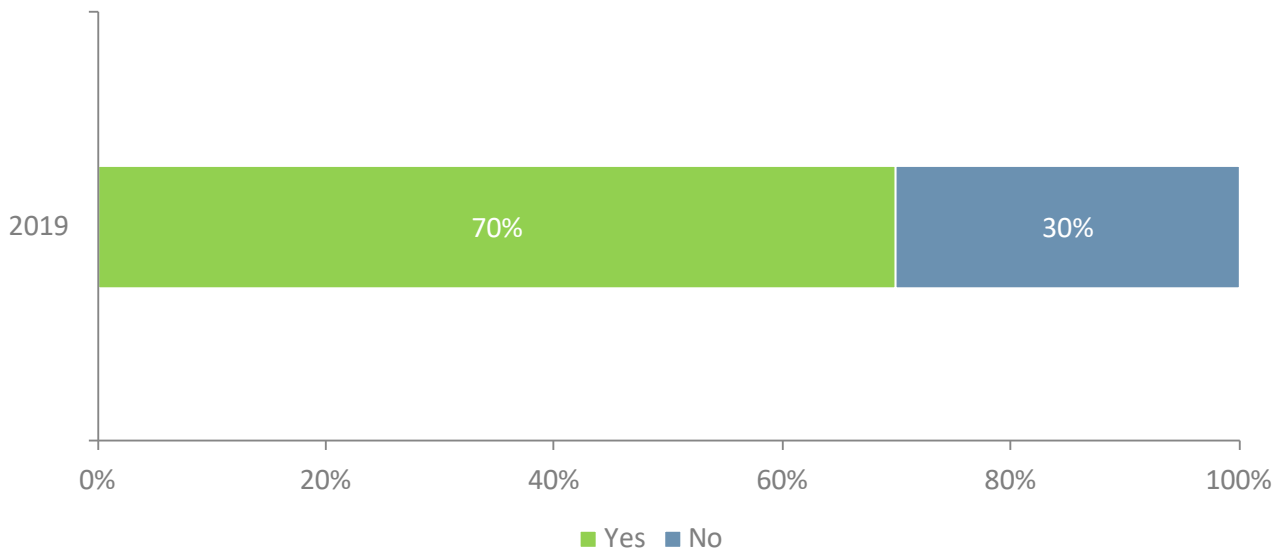
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Water



Adoption of Water Conservation Techniques (users) | 2019 *

This year, users of district water supply were asked whether they have adopted water conservation techniques. Seventy percent of users indicated they have adopted such techniques, while 30% indicated they have not.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Yes	90%	66%	71%	52% ↓	75%	84%
No	10%	34%	29%	48% ↑	25%	16%

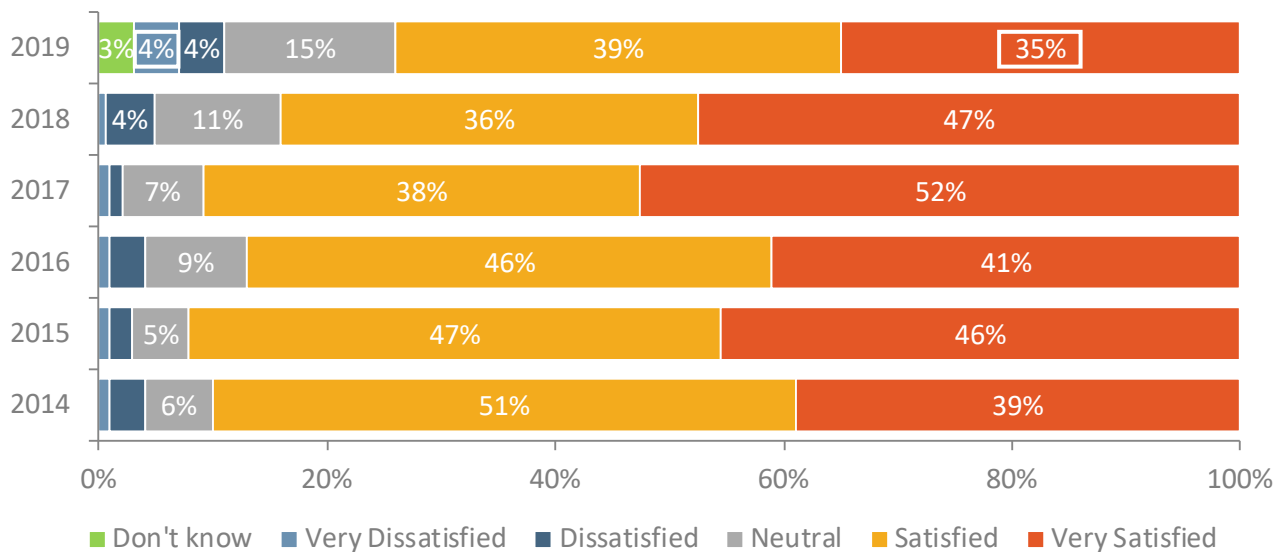
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Water



Water Supply Satisfaction (users) | 2014-2019

Statistically significant, user's overall satisfied ratings for the district water supply decreased to 74% this year (c.f. 2018, 83%). Eight percent of residents were either dissatisfied (4%), or very dissatisfied (4%) with the districts water supply, compared to last year (5%), however, this is not a significant decrease. Fifteen percent were neither satisfied nor dissatisfied with the water supply.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	6%	0%	1%	3%	16% ↑
Dissatisfied	7%	0%	0%	5%	2%	8%
Neutral	11%	22%	39% ↑	12%	14%	12%
Satisfied	29%	30%	48%	45%	39%	30%
Very Satisfied	53%	32%	6% ↓	33%	41%	34%
Don't know	0%	9%	7%	4%	1%	0%

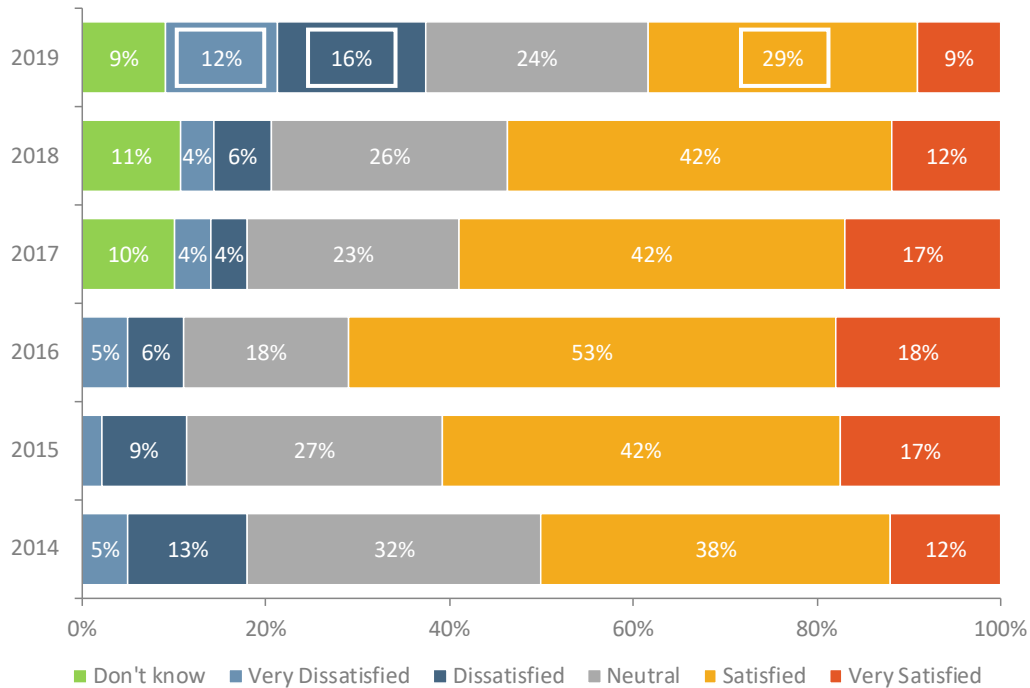
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Wastewater



Public Toilets | 2014-2019

Thirty eight percent of residents were either satisfied (29%) or very satisfied (9%) with the district's public toilets. This is a statistically significant decrease compared to 2018's overall satisfied results (54%). Simultaneously, total dissatisfaction with public toilets has significantly increased (28% c.f. 2018, 10%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	14%	9%	13%	14%	9%	14%
Dissatisfied	19%	18%	17%	15%	12%	19%
Neutral	22%	21%	37%	23%	24%	22%
Satisfied	30%	36%	15%	31%	33%	24%
Very Satisfied	6%	6%	4%	12%	12%	10%
Don't know	10%	9%	14%	6%	10%	10%

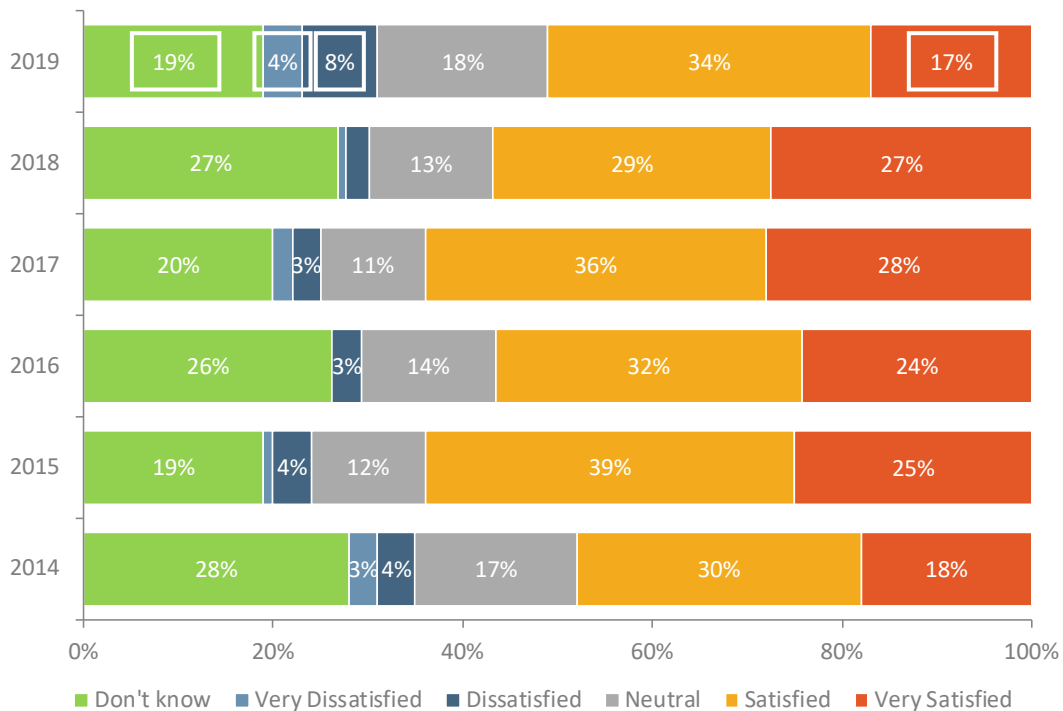
(Base size n=600)

Wastewater



Sewerage System | 2014-2019 *

At a total level, 51% of respondents were either satisfied (34%) or very satisfied (17%) with the district's wastewater system. Both neutral results (18% c.f. 2018, 13%) and dissatisfied results (12% c.f. 2018, 3%) significantly increased compared to last year.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	1%	7%	2%	5%	1% ↓	6%
Dissatisfied	8%	9%	10%	3% ↓	7%	16% ↑
Neutral	18%	22%	18%	22%	17%	13%
Satisfied	26%	21% ↓	32%	42%	41%	31%
Very Satisfied	15%	5% ↓	3% ↓	22%	25% ↑	16%
Don't know	32% ↑	37% ↑	34% ↑	6% ↓	9% ↓	18%

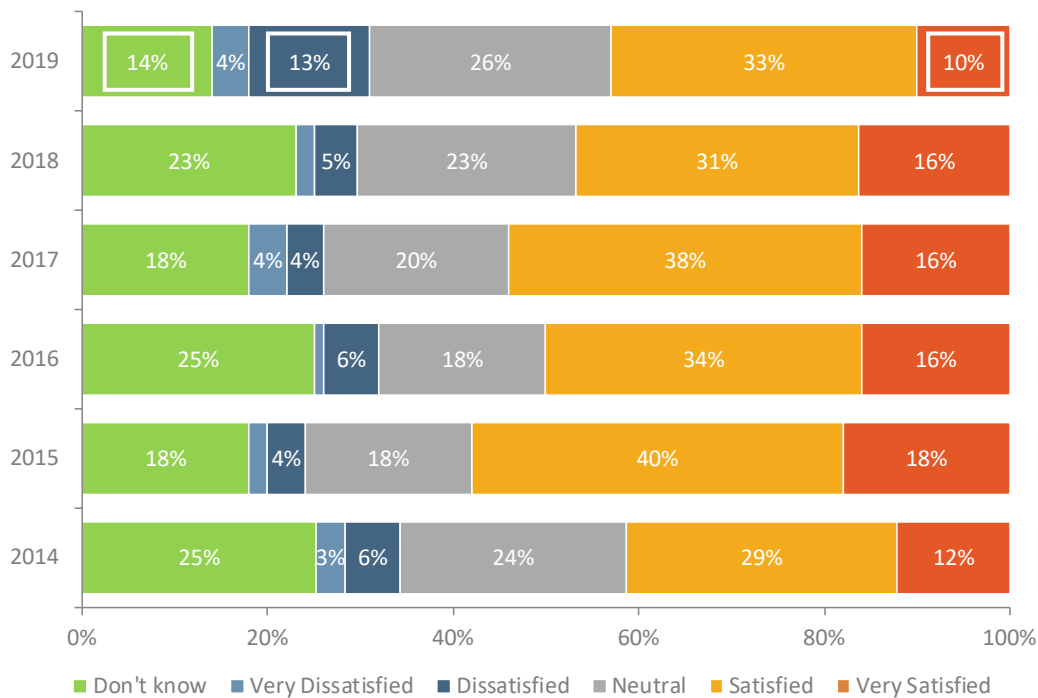
(Base size n=600)

Stormwater



Stormwater Drainage | 2014-2019

While not significant, overall satisfaction with stormwater drainage has decreased (c.f. 2018, 47%) with 43% of residents either satisfied (33%) or very satisfied (10%). Those unsure how to rate their satisfaction has decreased significantly (14% c.f. 2018, 23%), while overall dissatisfaction has increased significantly (17% c.f. 2018, 7%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	4%	3%	0%	5%	3%	9%
Dissatisfied	10%	19%	16%	14%	10%	13%
Neutral	25%	38%	23%	20%	26%	24%
Satisfied	33%	19%	27%	42%	37%	28%
Very Satisfied	5%	0% ↓	3%	12%	19% ↑	12%
Don't know	24%	21%	32% ↑	6% ↓	5% ↓	13%

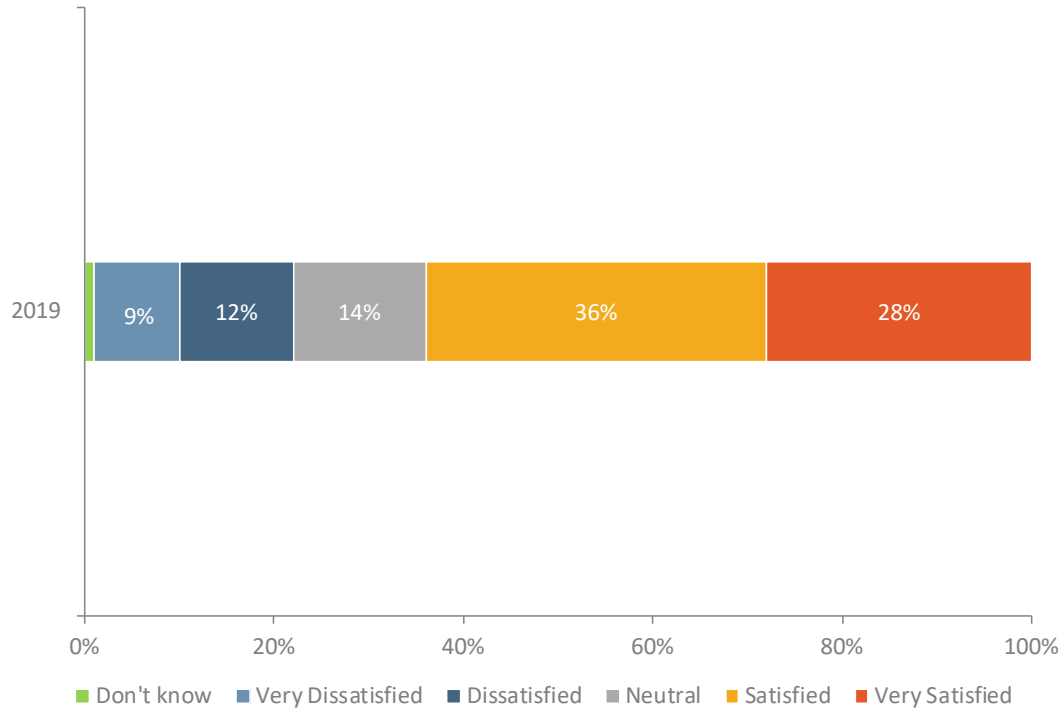
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Solid Waste



Kerbside Rubbish & Recycling Collection | 2014-2019*

Thirty six percent were satisfied and 28% very satisfied, with the kerbside rubbish and recycling collection creating an overall satisfaction result of 64%. Twenty one percent of residents were either dissatisfied (12%) or very dissatisfied (9%) with the kerbside rubbish and recycling collection, while 14% were neither satisfied nor dissatisfied.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	20% ↑	7%	8%	5%	7%	8%
Dissatisfied	9%	13%	15%	15%	6%	17%
Neutral	10%	17%	19%	13%	14%	11%
Satisfied	29%	45%	33%	35%	39%	34%
Very Satisfied	31%	16%	22%	29%	33%	30%
Don't know	1%	1%	3%	1%	1%	0%

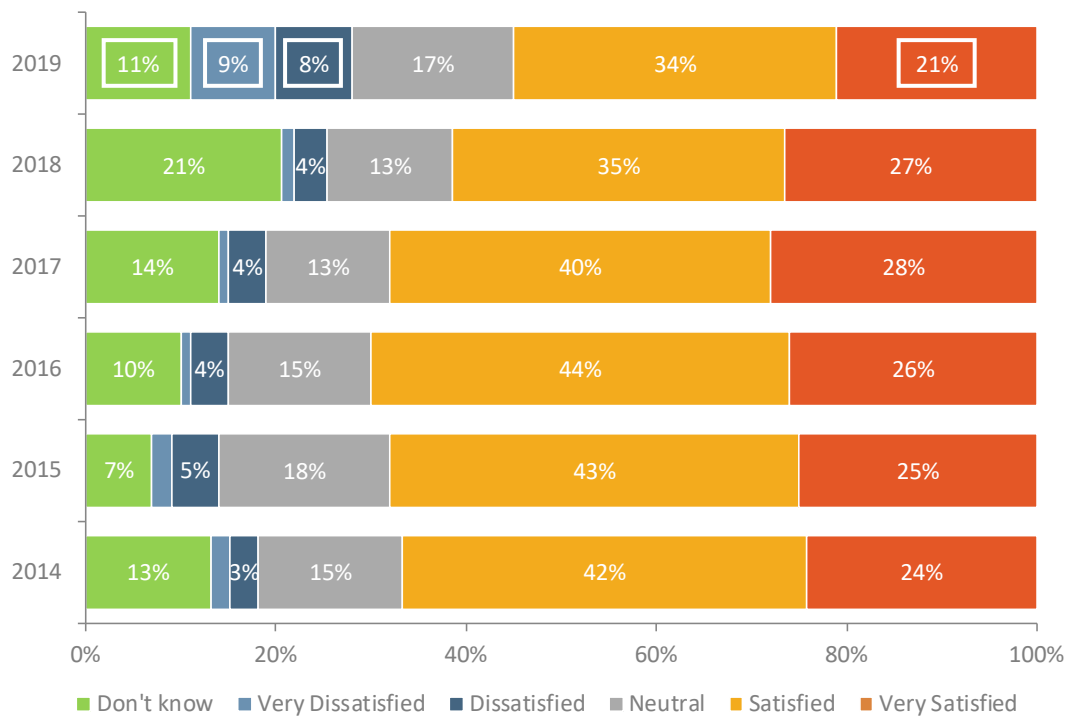
(Base size n=600)

Solid Waste



Transfer Stations and Re:Sort | 2014-2019

Fifty five percent of respondents were either satisfied (34%) or very satisfied (21%) with the Transfer stations and Re:Sort facilities. This is a statistically significant decrease from 2018's overall satisfied result (62%). This is met with a significant increase in overall dissatisfaction (17% c.f. 2018, 5%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	8%	6%	20%	6%	10%	8%
Dissatisfied	13%	7%	3%	9%	7%	13%
Neutral	7%	22%	19%	25%	12%	15%
Satisfied	31%	36%	37%	28%	36%	35%
Very Satisfied	28%	19%	13%	22%	21%	22%
Don't know	12%	11%	9%	10%	15%	6%

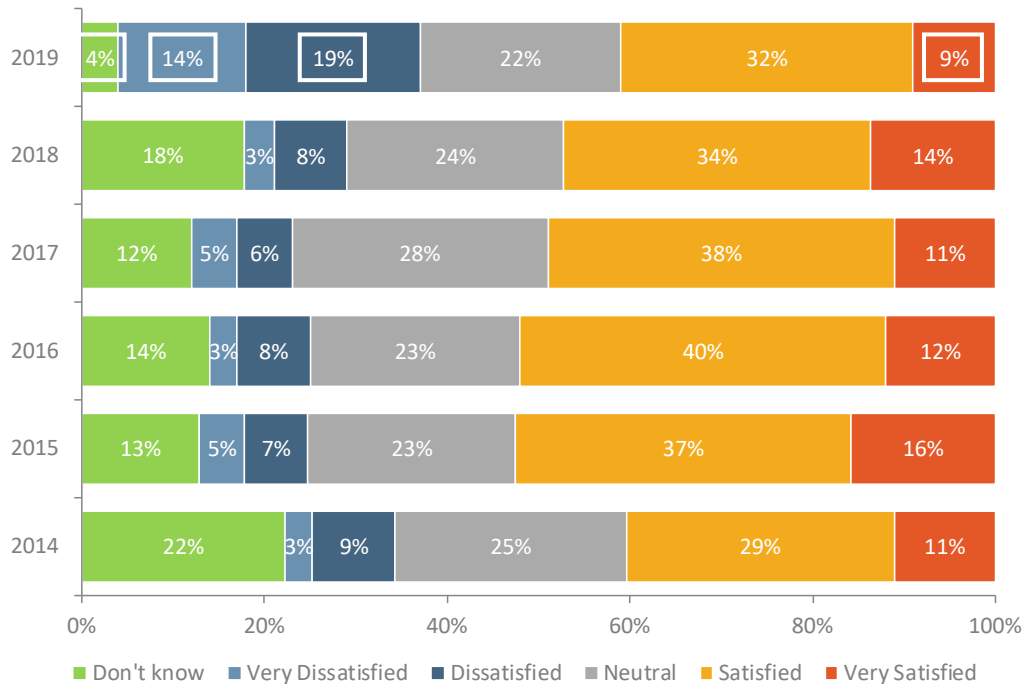
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Solid Waste



Litter Control | 2014-2019

This year saw a significant decrease in overall satisfaction (41% c.f. 2018, 48%) with 32% of respondents satisfied and 9% very satisfied with litter control, as well as a significant decrease in those unsure (4% c. 2018, 18%). Overall dissatisfaction had a significant increase of 22% (33% c.f. 2018, 11%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	18%	22%	10%	6%	12%	22%
Dissatisfied	15%	24%	24%	24%	14%	18%
Neutral	18%	18%	23%	25%	24%	19%
Satisfied	36%	26%	36%	30%	38%	24%
Very Satisfied	13%	4%	4%	10%	8%	16%
Don't know	0%	5%	3%	5%	4%	1%

(Base size n=600)

Waste Management



Demographic Differences



AGE 18-39

MORE LIKELY TO

Be very dissatisfied (56%), or dissatisfied (44%) with public toilets.
Be very dissatisfied with the kerbside rubbish and recycling collection (51%).



AGE 40-59

LESS LIKELY TO

Be on district water supply (33%).



AGE 60+

MORE LIKELY TO

Not know how to rate public toilets (62%).
Be very satisfied with the kerbside rubbish and recycling collection (48%).

LESS LIKELY TO

Be neither satisfied nor dissatisfied with the sewerage system (21%).
Be very dissatisfied with litter control (20%).



INCOME

RESIDENTS WHO EARN MORE THAN 70K: MORE LIKELY TO

Not know how to rate the flow and pressure of the district's water supply (23%).

LESS LIKELY TO

Be on district water supply (59%).
Not know how to rate the transfer and Re:Sort facility (6%).

RESIDENTS WHO EARN BETWEEN 20K AND 39K: MORE LIKELY TO

Be very satisfied with the kerbside and recycling collection (39%).



GENDER

No significant differences identified among gender.



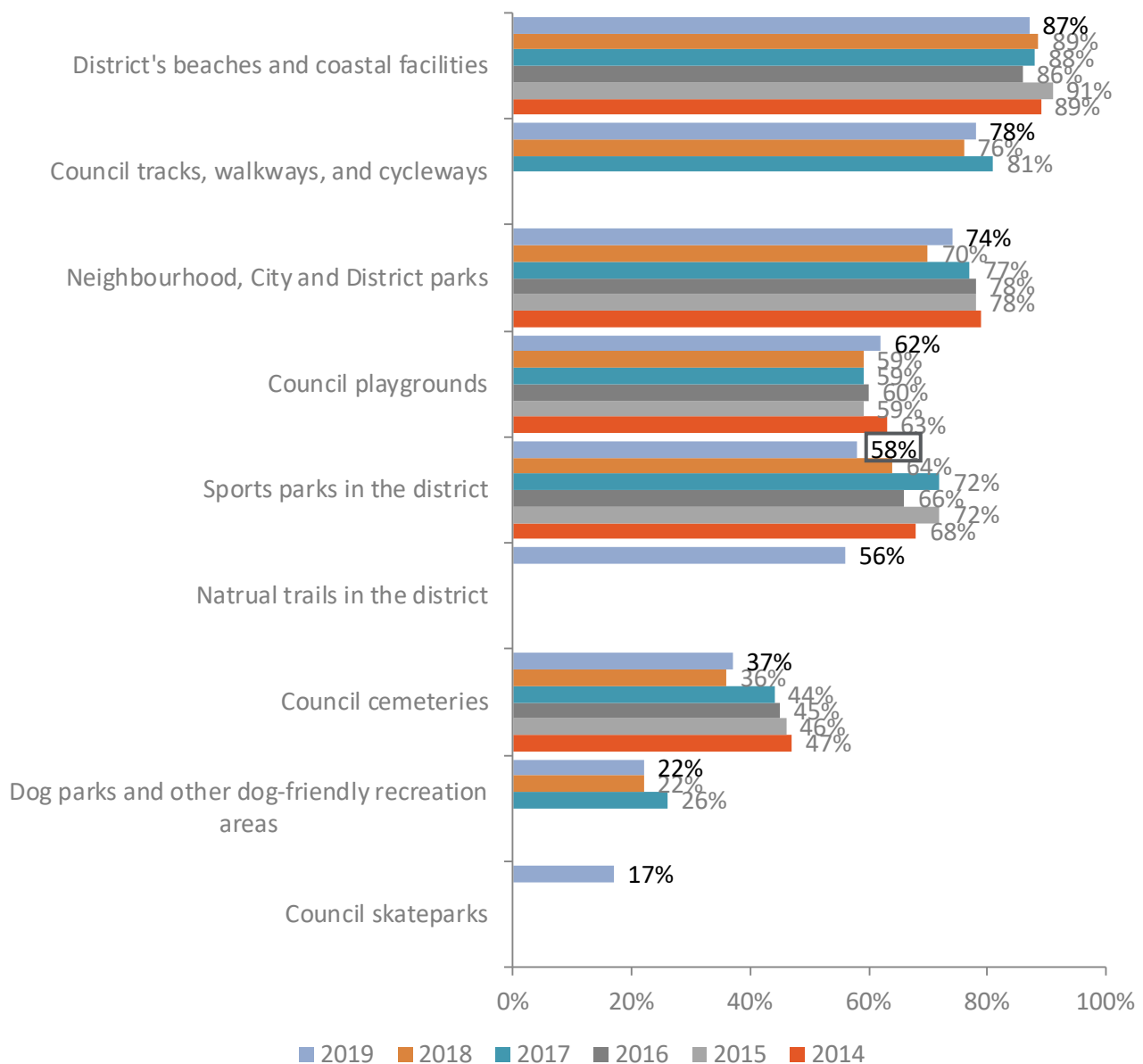
Community Facilities and Services

Parks and Recreation



Usage of Facilities | 2014-2019

Following last year's results, district beaches and coastal facilities had the highest usage rate at 87%. While not significant, this is a 2% decrease from last year's result (89%). Council tracks, walkways and cycleways (78%), neighbourhood, city and district parks (74%), and Council playgrounds (62%) were the next most used facilities for 2019.



(Base size n=600)

Parks and Recreation



Usage of Facilities Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Council playgrounds	54%	56%	66%	65%	66%	57%
Council skateparks	7%	18%	16%	17%	17%	25%
Sport parks in the district	51%	57%	64%	60%	62%	50%
District beaches and coastal facilities	86%	88%	94%	84%	84%	90%
Council cemeteries	35%	22%	31%	51% ↑	42%	30%
Neighbourhood, city, and district parks	76%	59%	74%	77%	80%	69%
Natural trails in the district	57%	58%	62%	51%	59%	50%
Council tracks, walkways, and cycleways	82%	75%	80%	79%	82%	65%
Dog parks and other dog-friendly recreation areas	25%	15%	26%	19%	23%	27%
None of the above	2%	2%	0%	3%	4%	0%

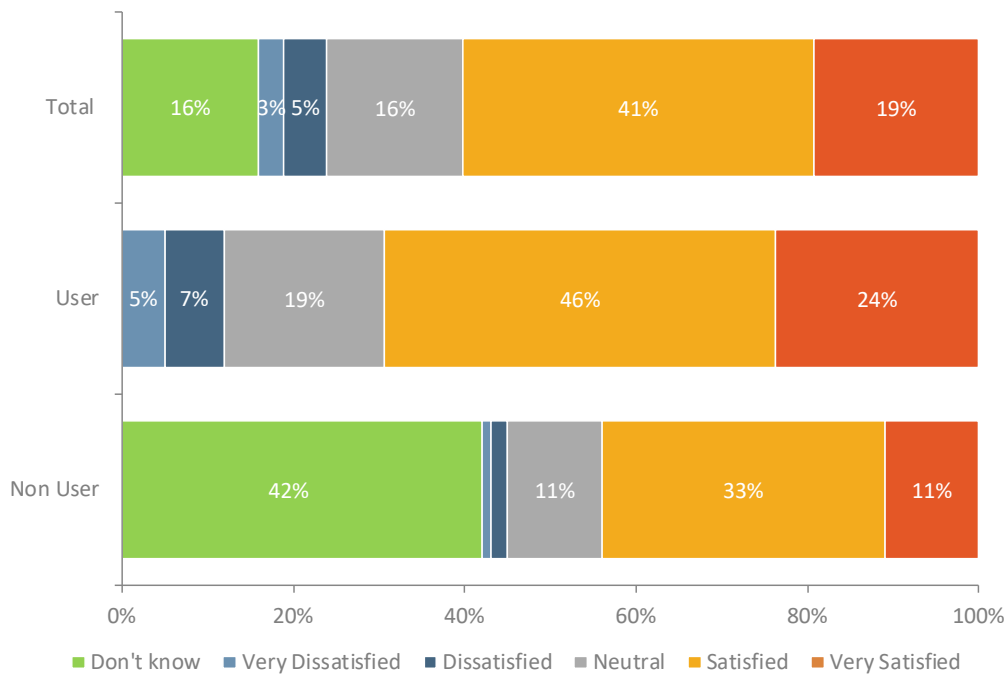
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Parks and Recreation



Council Playgrounds | User/ Non User

Overall satisfaction was highest among users with 70% of respondent's indicating they were satisfied (46%) or very satisfied (24%) with Council playgrounds. Dissatisfaction was equally highest among users (12%), while 42% of non users were unsure how to rate Council playgrounds.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	3%	3%	3%	4%	4%	1%
Dissatisfied	7%	2%	2%	9%	2%	8%
Neutral	9%	10%	22%	18%	15%	21%
Satisfied	49%	53%	31%	35%	42%	35%
Very Satisfied	19%	9%	21%	18%	25%	18%
Don't know	14%	23%	21%	16%	12%	16%

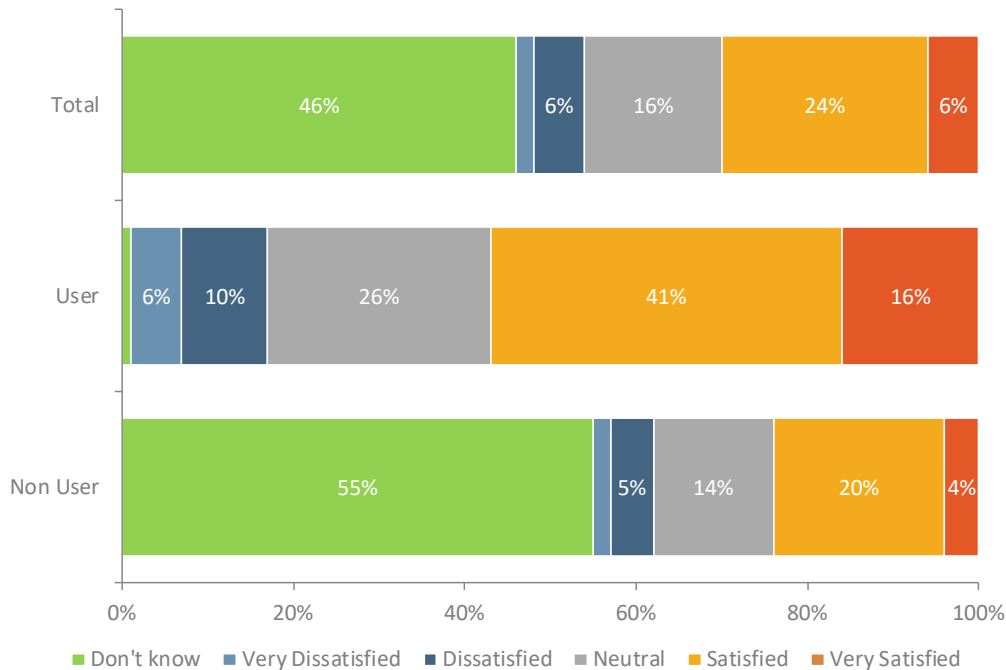
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Parks and Recreation



Council Skateparks | User/ Non User *

At a total level, 30% of respondents were either satisfied (24%) or very satisfied (6%) with Council skateparks. Both satisfaction (57%) and dissatisfaction (16%) was highest among users, while 55% of non users were unsure how to rate their satisfaction of Council skateparks.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	2%	4%	0%	3%	2%	3%
Dissatisfied	5%	6%	10%	5%	4%	8%
Neutral	15%	10%	20%	18%	19%	9%
Satisfied	19%	26%	15%	20%	29%	26%
Very Satisfied	4%	9%	0%	5%	8%	9%
Don't know	54%	45%	55%	49%	37%	46%

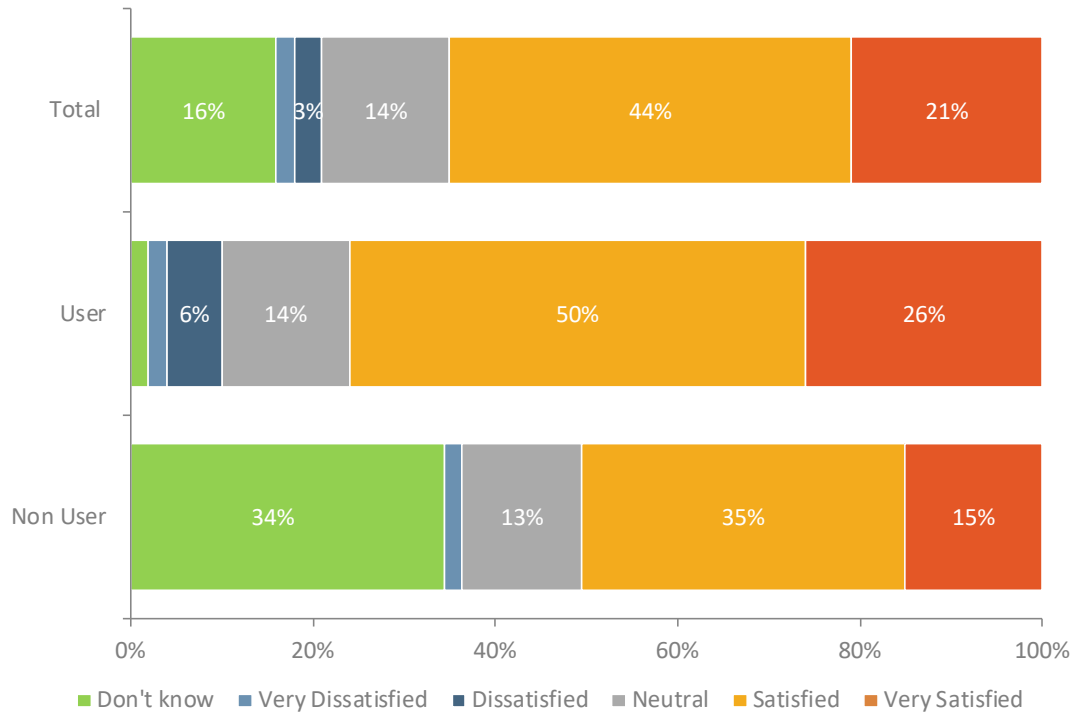
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Parks and Recreation



Sports Parks in the District | User/ Non User

Satisfaction for Sports parks was highest among users (76%). Lower satisfaction among non users appears to be driven by the high rate of respondents who do not know enough about the district sports parks to rate satisfaction (34%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	1%	0%	3%	3%	3%
Dissatisfied	6%	4%	3%	2%	3%	5%
Neutral	11%	7%	19%	20%	14%	8%
Satisfied	49%	55%	53%	33%	40%	45%
Very Satisfied	16%	14%	14%	27%	25%	24%
Don't know	18%	18%	11%	15%	16%	14%

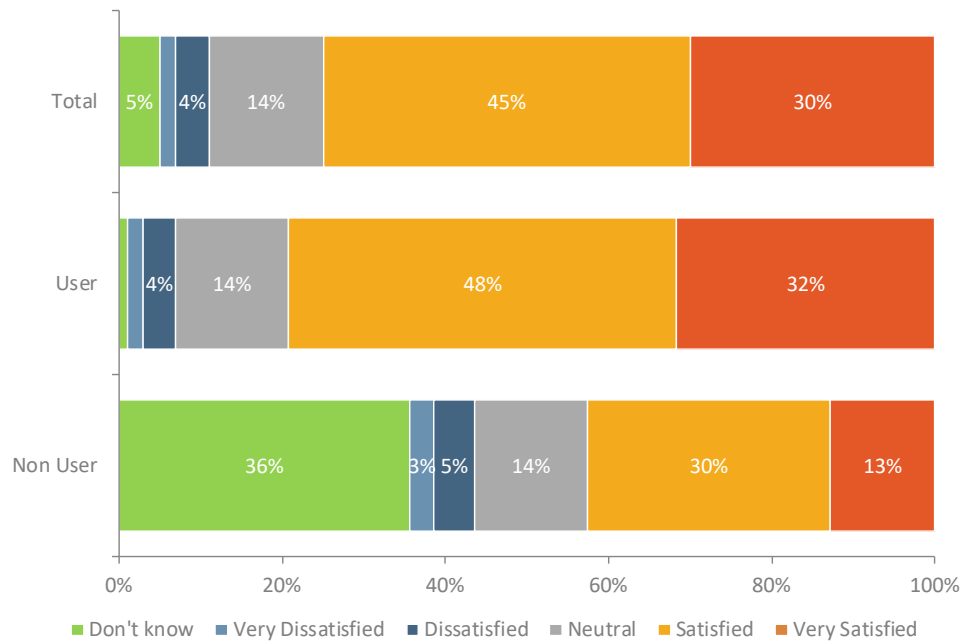
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Parks and Recreation



District Beaches and Coastal Facilities | User/ Non User

Satisfaction was highest among users (80%) of District beaches and coastal facilities. At both a total and user level, 6% of respondent's were either dissatisfied (4%) or very dissatisfied (2%), while overall dissatisfaction was highest for non users (8%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	2%	0%	2%	3%	6%
Dissatisfied	0%	4%	1%	6%	5%	4%
Neutral	19%	14%	17%	16%	12%	6%
Satisfied	41%	52%	57%	41%	41%	47%
Very Satisfied	36%	21%	23%	27%	35%	34%
Don't know	4%	8%	2%	8%	4%	3%

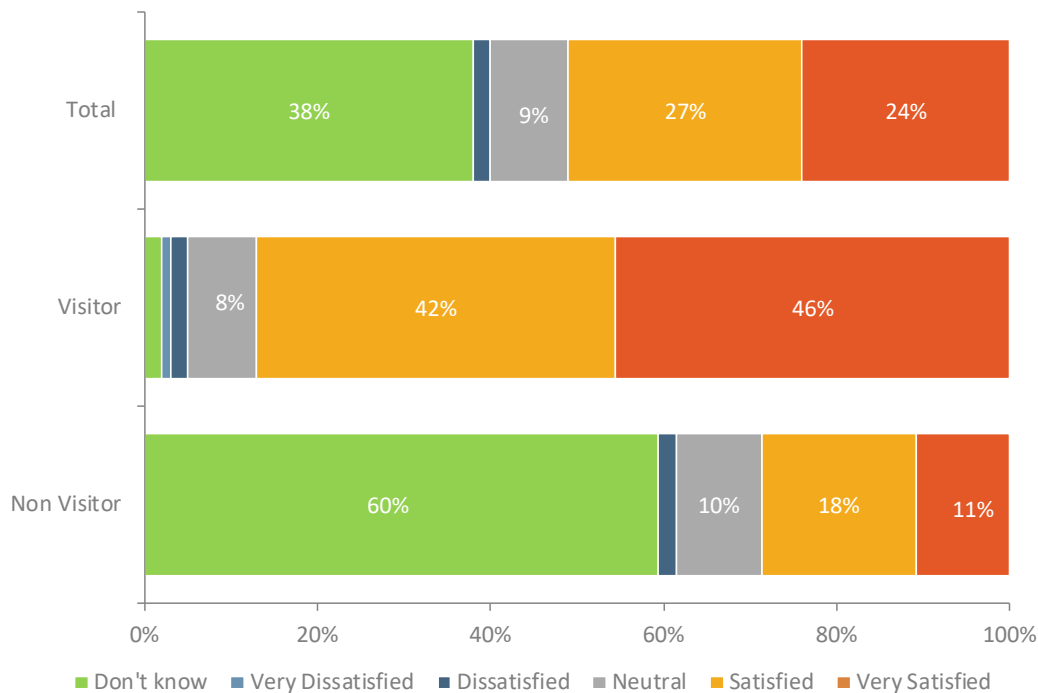
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Parks and Recreation



Council Cemeteries | Visitor/ Non Visitor

Over half of non visitors to Council cemeteries weren't sure about their satisfaction (60%) resulting in lower overall satisfaction (29%), compared to satisfaction at a total level (51%) and at a visitor level (88%). While still relatively low, overall dissatisfaction was highest among visitors (3%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	0%	0%	2%	0%	0%
Dissatisfied	2%	4%	0%	2%	1%	4%
Neutral	10%	9%	7%	11%	8%	7%
Satisfied	19%	29%	22%	30%	31%	23%
Very Satisfied	27%	13%	15%	27%	28%	24%
Don't know	42%	44%	56%	27%	32%	43%

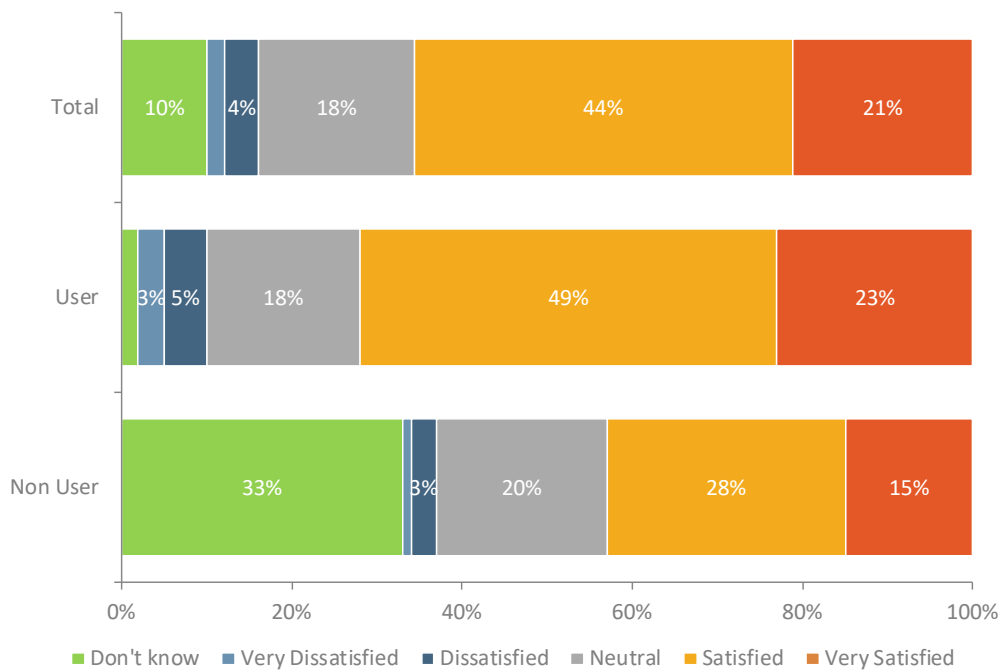
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Parks and Recreation



Neighbourhood, City and District Parks | User/ Non User

When compared to the total level (65%), satisfaction for neighbourhood, city and district parks was highest among users (72%) and lower among non users (43%). Dissatisfaction is highest among users (8%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	1%	0%	0%	4%	3%	4%
Dissatisfied	5%	6%	0%	6%	2%	7%
Neutral	18%	20%	25%	21%	15%	12%
Satisfied	46%	40%	48%	38%	50%	43%
Very Satisfied	26%	15%	18%	19%	22%	26%
Don't know	5%	20%	10%	12%	8%	7%

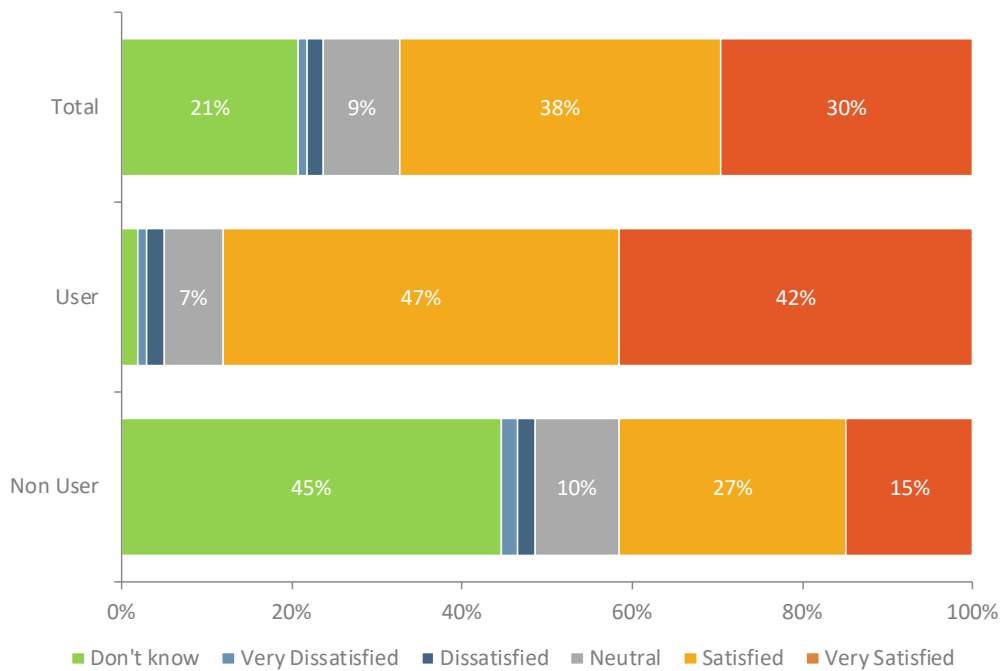
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Parks and Recreation



Natural trails | User/ Non User *

Satisfaction for natural trails was highest among users (89%). At the total level, 21% of respondents were not sure how to rate their satisfaction, while 45% were unsure at the non user level. Dissatisfaction was fairly consistent across the total (3%), user (3%), and non user (4%) levels.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	1%	0%	0%	2%	1%	1%
Dissatisfied	1%	1%	0%	1%	1%	5%
Neutral	11%	4%	9%	10%	9%	7%
Satisfied	35%	41%	45%	39%	37%	35%
Very Satisfied	33%	33%	26%	22%	35%	31%
Don't know	18%	22%	20%	25%	17%	21%

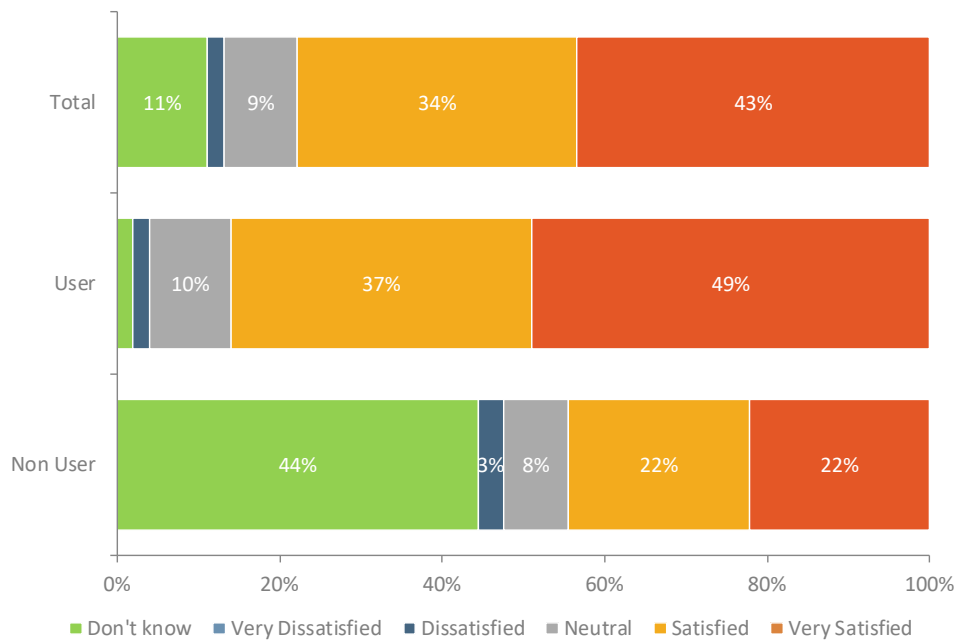
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Parks and Recreation



Council Tracks, Walkways and Cycleways | User / Non User

Eighty six percent of users were either satisfied (37%) or very satisfied (49%) with Council tracks, walkways, and cycleways. This is higher than satisfaction at the total level (77%). Forty four percent of non users were unsure how to rate their satisfaction of Council tracks, walkways, and cycleways.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	0%	0%	1%	0%	0%
Dissatisfied	1%	4%	0%	4%	0%	2%
Neutral	9%	5%	13%	13%	9%	8%
Satisfied	24%	38%	48%	30%	34%	34%
Very Satisfied	57%	40%	30%	40%	49%	40%
Don't know	8%	14%	9%	12%	9%	16%

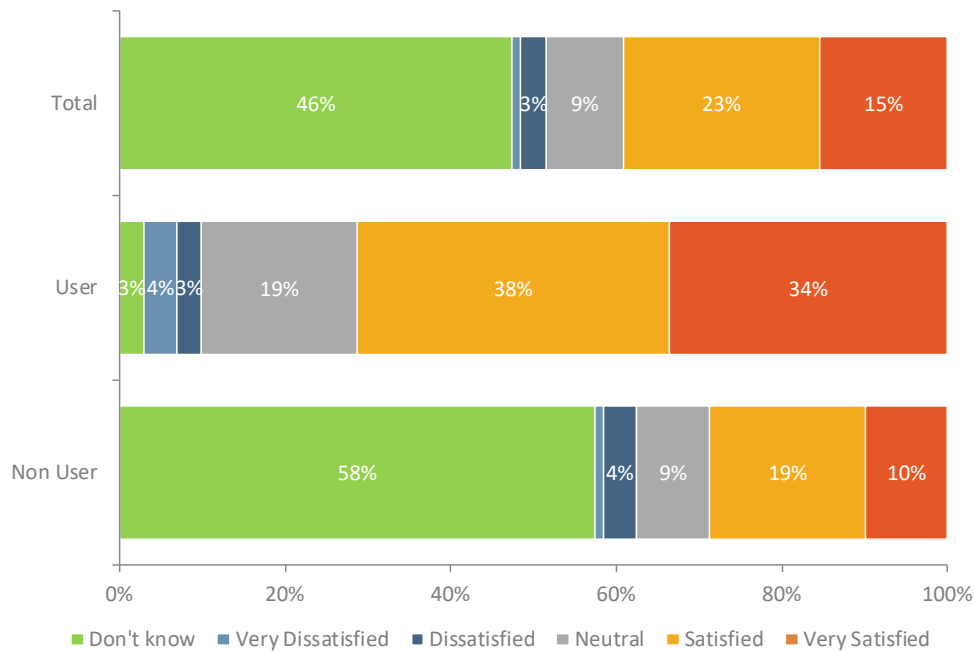
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Parks and Recreation



Dog Parks and Recreation Areas | User/ Non User

Fifty eight percent of non users didn't know how to rate their satisfaction of dog park and recreation areas. Those who used these facilities had higher levels of satisfaction (72%) compared to the total level (38%) and non user level (29%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	2%	1%	3%	1%	0%
Dissatisfied	4%	4%	3%	5%	2%	3%
Neutral	12%	7%	10%	14%	10%	13%
Satisfied	19%	21%	25%	24%	24%	25%
Very Satisfied	19%	11%	12%	10%	23%	12%
Don't know	46%	55%	49%	45%	39%	47%

(Base size n=600)

Parks and Recreation



Demographic Differences



AGE 18-39

LESS LIKELY TO

Have visited a Council cemetery (22%).

MORE LIKELY TO

Have visited Council playgrounds (80%), district sports parks (67%), neighbourhood, city and district parks (86%), natural trails (72%) and Council tracks, walkways, and cycleways (90%).



AGE 40-59

LESS LIKELY TO

Have visited none of the Council facilities (0%).



AGE 60+

MORE LIKELY TO

Have visited Council cemeteries (50%)

LESS LIKELY TO

Have visited district beaches and coastal facilities (81%), district sports parks (44%), Council playgrounds (46%), neighbourhood, city, and district parks (67%), Council tracks, walkways, and cycleways (62%), and dog parks (15%).



INCOME

RESIDENTS WHO EARN LESS THAN \$40K: LESS LIKELY TO

Have visited district beaches and coastal facilities (70%) and natural trails in the district (39%), district sports parks (44%), and Council tracks, walkways and cycleways (62%).

RESIDENTS WHO EARN MORE THAN \$70K: MORE LIKELY TO

Have visited the district beaches and coastal facilities (93%), Council playgrounds (70%), district sports parks (72%), natural trails (67%), and Council tracks, walkways and cycleways (89%).



GENDER

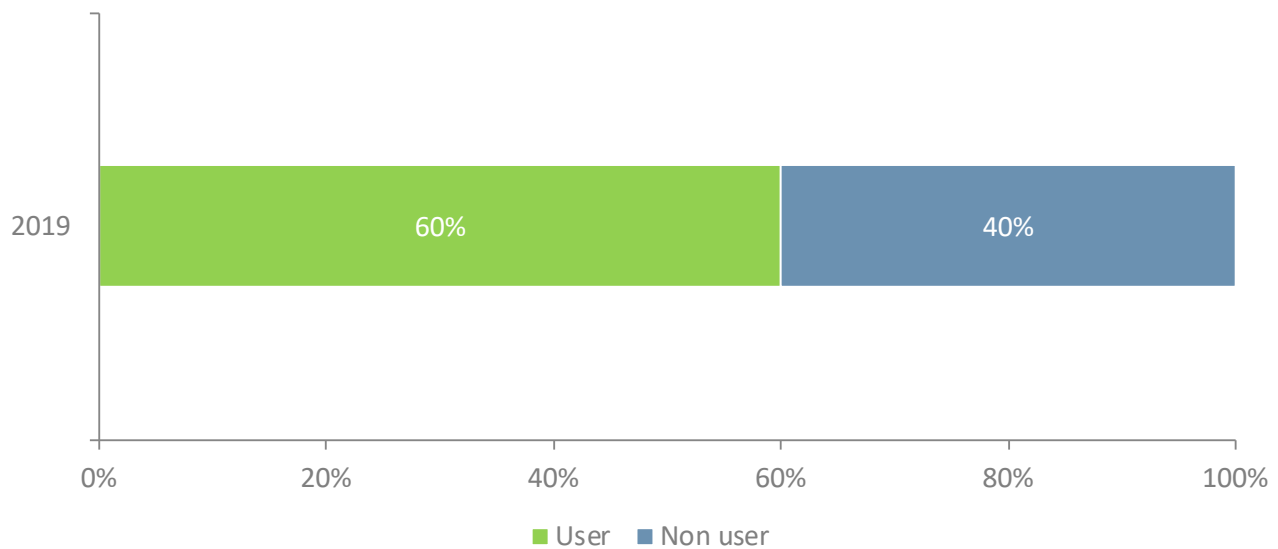
No significant differences noted among gender.

Libraries



Library Usage | 2019 *

Sixty percent of respondents have used one of the district libraries within the last 12 months while 40% have not. Those living in Okaroa are significantly more likely to have used the library (69%) compared to other areas within the Whangarei district.



Area Differences by User

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
User	66%	55%	51%	65%	69% ↑	39% ↓
Non user	34%	45%	49%	35%	31% ↓	61% ↑

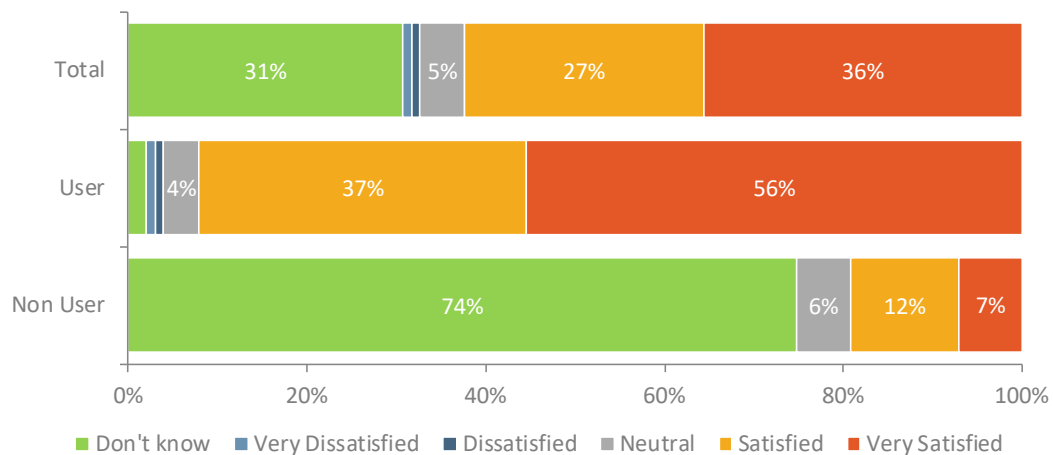
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Libraries



Range of Services | 2019 *

Over half of respondents (63%) are either satisfied (27%) or very satisfied (36%) with the range of services available at district libraries. Thirty one percent of respondents were not sure how to rate their satisfaction. This, mixed with the high satisfaction findings, resulted in a low overall dissatisfaction score (2%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	0%	0%	2%	0%	0%
Dissatisfied	0%	0%	0%	1%	1%	1%
Neutral	11%	1%	4%	7%	4%	5%
Satisfied	25%	37%	22%	26%	23%	29%
Very Satisfied	41%	34%	30%	36%	48% ↑	15% ↓
Don't know	22%	28%	45%	28%	24%	50% ↑

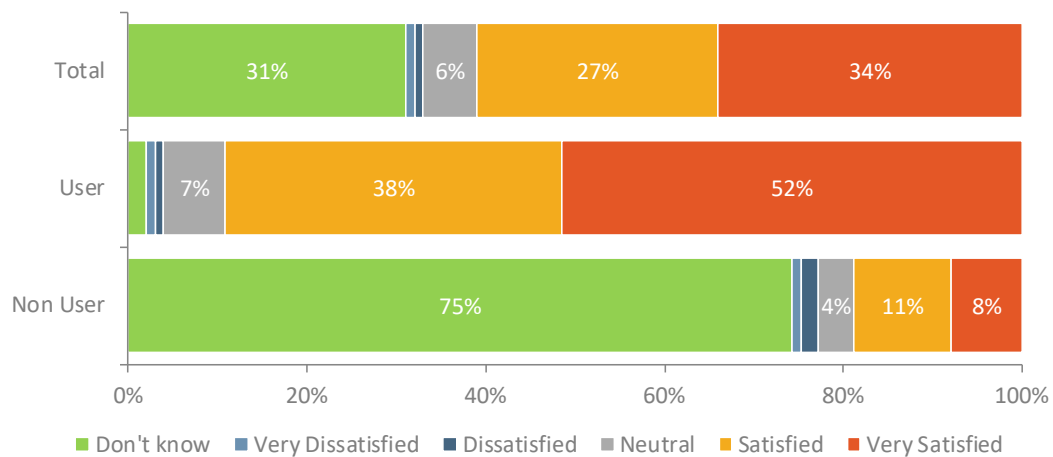
(Base size n=600)

Libraries



Range of Facilities | 2019 *

Thirty one percent of respondents were not sure how to rate their satisfaction with the range of facilities at district libraries, while 27% were satisfied, and another 34% were very satisfied. Overall dissatisfaction was lowest at just 2%, while 6% of respondents were neither satisfied nor dissatisfied.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	0%	0%	3% ↑	0%	0%
Dissatisfied	0%	0%	1%	2%	0%	5%
Neutral	10%	1%	2%	11%	5%	3%
Satisfied	23%	38%	24%	25%	26%	25%
Very Satisfied	41%	29%	26%	35%	45% ↑	19% ↓
Don't know	26%	31%	47%	24%	24%	49% ↑

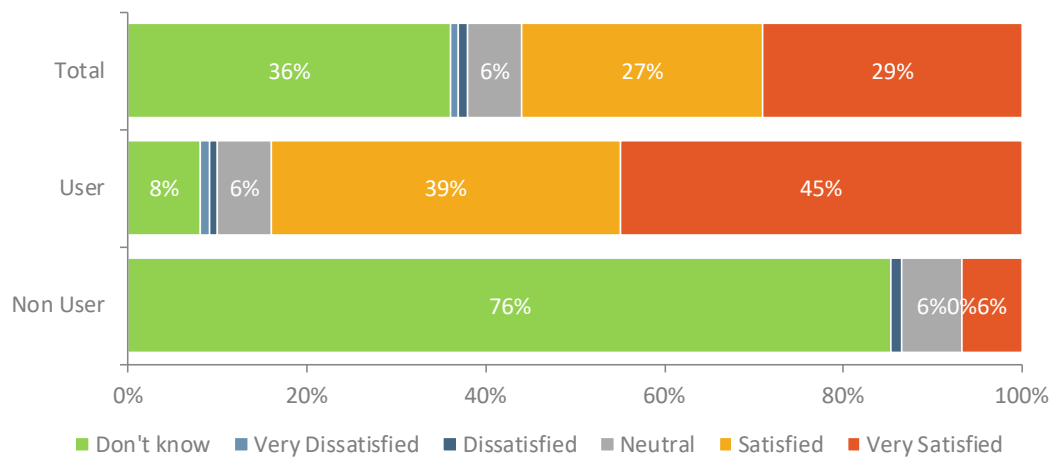
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Libraries



Offerings for Different Ages | 2019 *

Thirty six percent of respondents were unsure about library offerings for different ages, while 56% were either satisfied (27%) or very satisfied (29%), and 2% were either dissatisfied (1%) or very dissatisfied (1%). Six percent of respondents were neither satisfied nor dissatisfied with the offerings for different age groups.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	0%	0%	0%	2%	0%	0%
Dissatisfied	0%	0%	3%	2%	0%	1%
Neutral	9%	3%	5%	8%	4%	8%
Satisfied	25%	35%	25%	26%	28%	24%
Very Satisfied	35%	22%	22%	30%	41% ↑	14% ↓
Don't know	31%	39%	46%	31%	26%	52% ↑

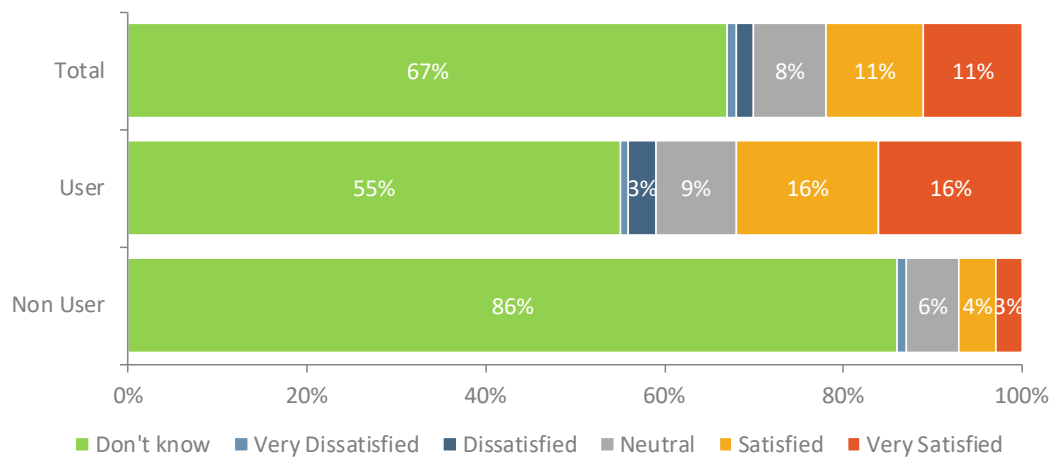
(Base size n=600)

Libraries



Range of Online Books | 2019 *

Over half of respondents (67%) were unsure about the range of online books resulting in lower total satisfaction results (21%) with respondents indicating they were either satisfied (11%) or very satisfied (11%) with this.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	2%	0%	2%	2%	1%	1%
Dissatisfied	0%	1%	0%	3%	2%	1%
Neutral	14%	10%	8%	9%	4%	4%
Satisfied	5%	16%	6%	11%	15%	9%
Very Satisfied	15%	9%	4%	14%	14%	5%
Don't know	65%	64%	80%	60%	65%	79%

(Base size n=600)

Libraries



Demographic Differences



AGE 18-39

MORE LIKELY TO

Be neither satisfied nor dissatisfied with offerings for different age groups (10%)
Be neither satisfied nor dissatisfied with the available online books (14%).



AGE 40-59

MORE LIKELY TO

No significant differences were identified among this age group.



AGE 60+

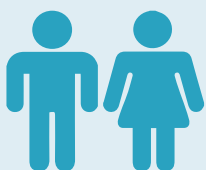
No significant differences noted.



INCOME

RESIDENTS EARNING BETWEEN \$20 AND \$30K: MORE LIKELY TO

Be very satisfied with the offerings for different age groups (42%).



GENDER

FEMALE RESIDENTS: MORE LIKELY TO

Have visited a library or used online services (67%).
Be very satisfied with the services available (43%).
Be very satisfied with the offerings for different ages (37%).

MALE RESIDENTS MORE LIKELY TO

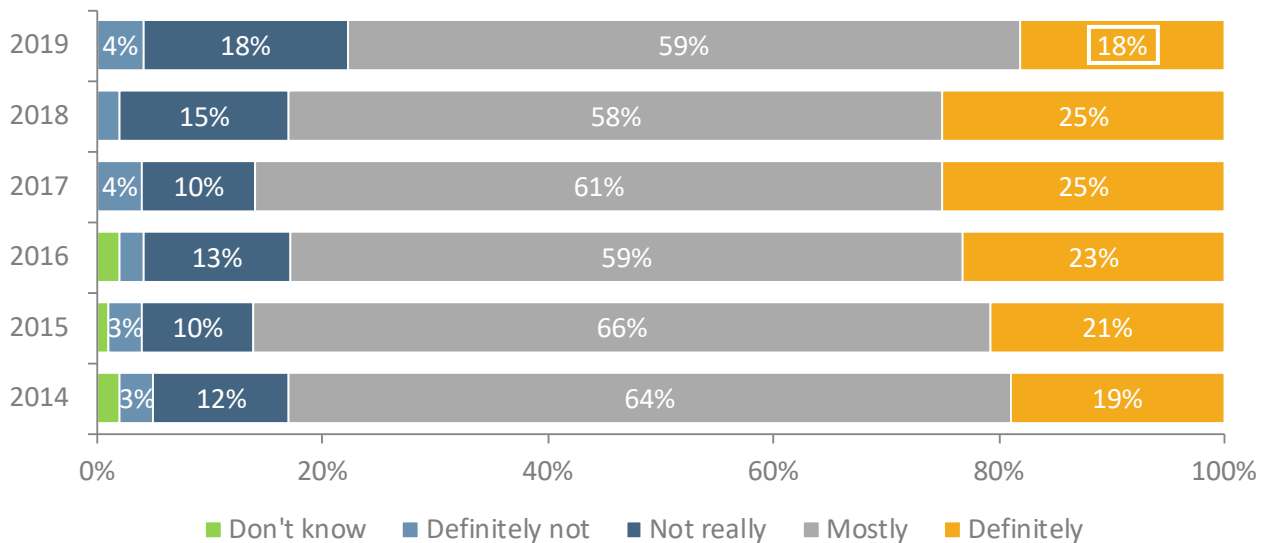
Have not visited a library or used online services (49%).
Be unsure how to rate the services available (38%).
Be unsure how to rate the offerings for different ages (43%).

Community Services



Safety in the District | 2014-2019

Over three-quarters (77%) of respondents reported that they felt safe in the district, however, this is a significant decrease compared to 2018 (83%). Concurrently, residents feeling unsafe has increased significantly (22% c.f. 2018, 17%) with residents either noting the district is not really safe (18%) or that the district is definitely not safe (4%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Yes - definitely	23%	14%	10%	15%	22%	24%
Yes - mostly	52%	62%	64%	59%	58%	59%
Not really	20%	20%	24%	19%	15%	12%
Definitely not	5%	4%	2%	5%	5%	5%

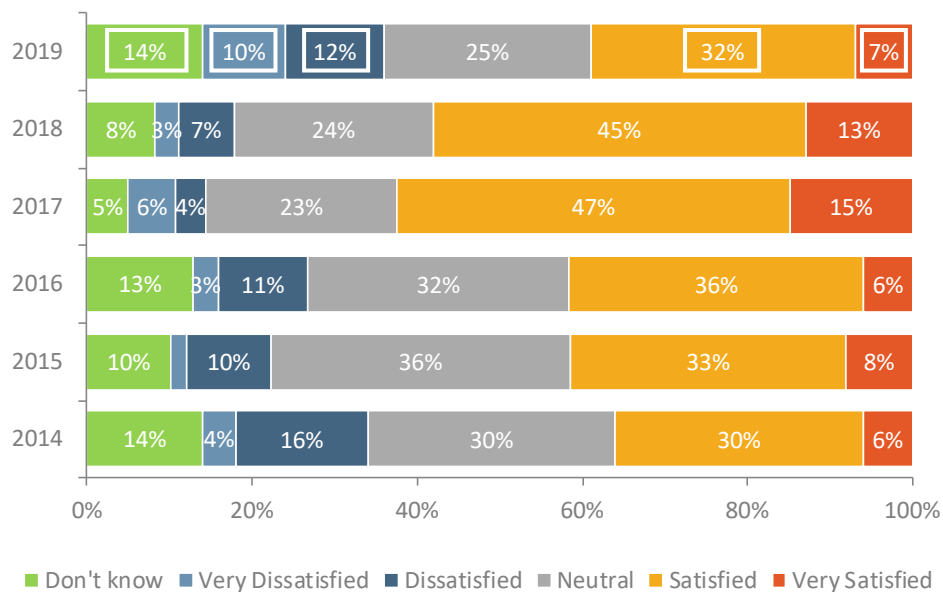
(Base size n=600)

Community Services



Council Initiatives to Promote Safety | 2014-2019

Less than half of the respondents (39%) were satisfied (32%) or very satisfied (7%) with Council's initiatives to promote safety throughout the district. This is a significant decrease of 19% compared to 2018's overall satisfaction results (58%), while overall dissatisfaction for this measure has significantly increased (22% c.f. 2018, 10%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	18%	6%	13%	9%	7%	9%
Dissatisfied	8%	10%	13%	17%	9%	15%
Neutral	22%	25%	29%	23%	24%	29%
Satisfied	31%	35%	27%	29%	39%	29%
Very Satisfied	7%	8%	5%	8%	7%	6%
Don't know	14%	17%	14%	14%	13%	13%

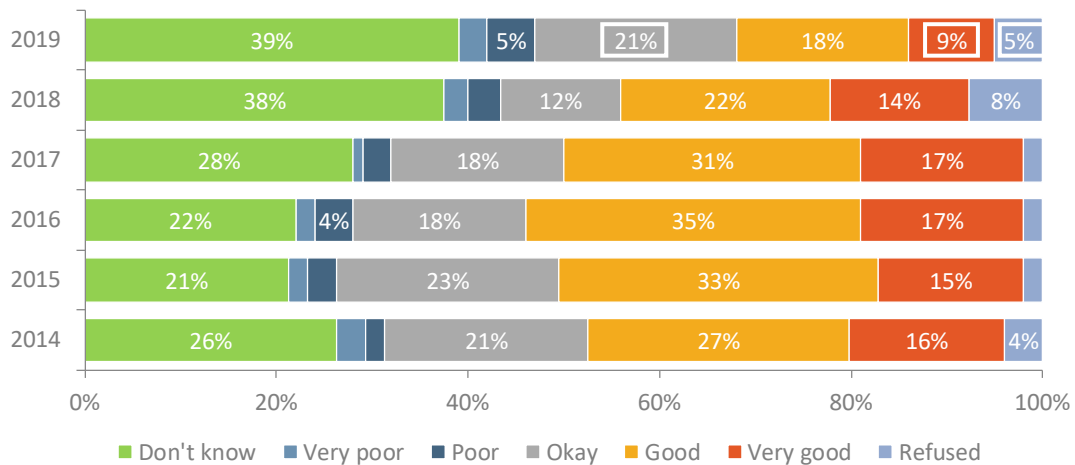
(Base size n=600)

Community Services



Council's Relationship with Māori | 2014-2019

Good (18%) and very good (9%) ratings of Council's relationship with Māori has significantly decreased (27% c.f. 2018, 36%) this year, while those rating the relationship as okay has significantly increased (21% c.f. 2018 12%).



**Please note the scaling of this question has changed slightly*



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very poor	3%	1%	8%	3%	2%	3%
Poor	11%	1%	5%	6%	3%	7%
Okay	23%	29%	23%	22%	17%	16%
Good	10	17%	14%	20%	23%	13%
Very good	8%	13%	4%	11%	7%	10%
Don't know	41%	36%	38%	33%	43%	46%
Refused	6%	4%	7%	5%	5%	6%

(Base size n=600)

Community Services



Demographic Differences



AGE 18-39

MORE LIKELY TO:

State they do not really feel safe in the district (2%).

Be very dissatisfied with Council's support and involvement in initiatives to create a safe and crime free district (17%).

Rate Council's relationship with Māori residents as poor (11%).



AGE 40-59

No statistically significant differences noted.



AGE 60+

MORE LIKELY TO:

State they definitely feel safe in the district (25%).

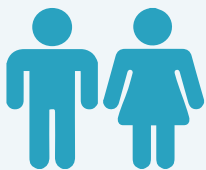
Rate Council's relationship with Māori as either good (24%) or very good (14%).



INCOME

RESIDENTS EARNING BETWEEN \$20K AND \$39K ARE MORE LIKELY TO:

Rate Council's relationship with Māori residents as good (28%).



GENDER

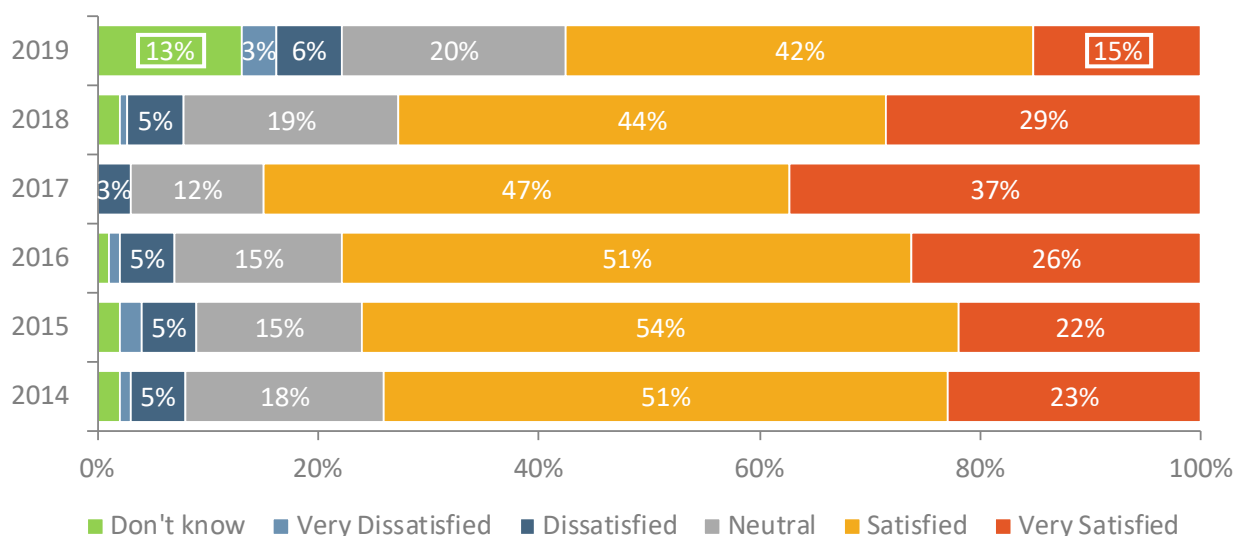
No significant differences noted among gender.

Venues and Facilities



Quality of Venues and Events | 2019 *

At a total level, over half of the respondents (57%) were either satisfied (42%) or very satisfied (15%) with the quality of venues and events at Forum North and Northland Events Centre. Nine percent of respondents were either dissatisfied (6%) or very dissatisfied (3%), while 13% were not sure, and 20% were neither satisfied nor dissatisfied. 2018's results were shown at the user level, presumably being the cause of an increase in don't know responses.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	3%	4%	0%	5%	4%	1%
Dissatisfied	4%	7%	6%	7%	7%	6%
Neutral	16%	27%	22%	21%	20%	15%
Satisfied	44%	45%	41%	40%	43%	42%
Very Satisfied	19%	10%	17%	17%	12%	16%
Don't know	13%	7%	13%	10%	16%	20%

(Base size n=600)

Venues and Facilities



Demographic Differences



AGE 18-39

No statistical differences noted among this age group.



AGE 40-59

No statistical differences noted among this age group.



AGE 60+

No statistical differences noted among this age group.



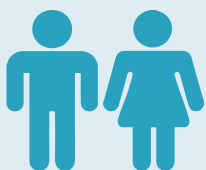
INCOME

RESIDENTS EARNING LESS THAN \$20K: MORE LIKELY TO

Be unsure how to rate the quality of venues and events at Forum North and Northland Events Centre (32%).

RESIDENTS EARNING MORE THAN \$70K: LESS LIKELY TO

Be unsure how to rate the quality of venues and events at Forum North and Northland Events Centre (8%).



GENDER

No statistical differences noted among gender.



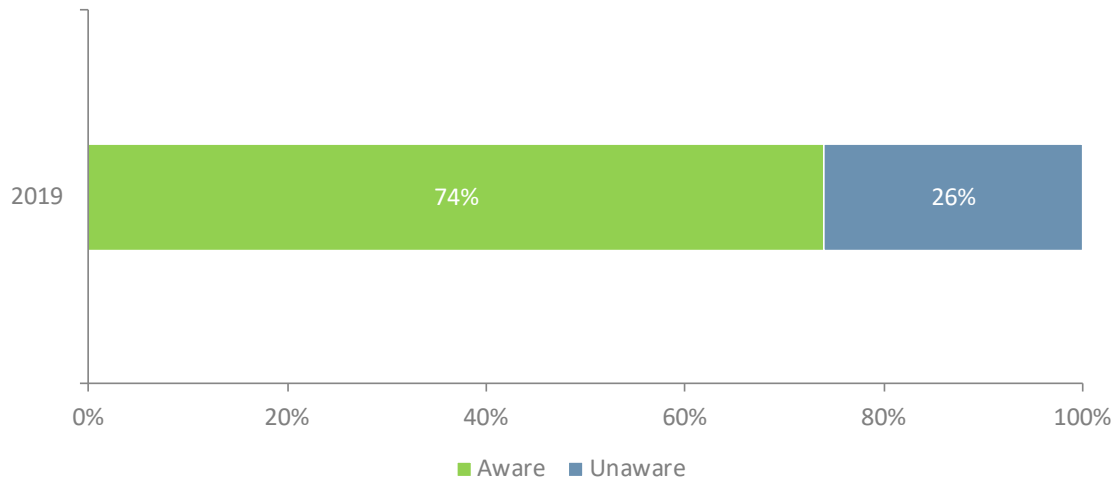
Reporting Dissatisfaction

Reporting Dissatisfaction



Awareness of Reporting an Issue | 2019 *

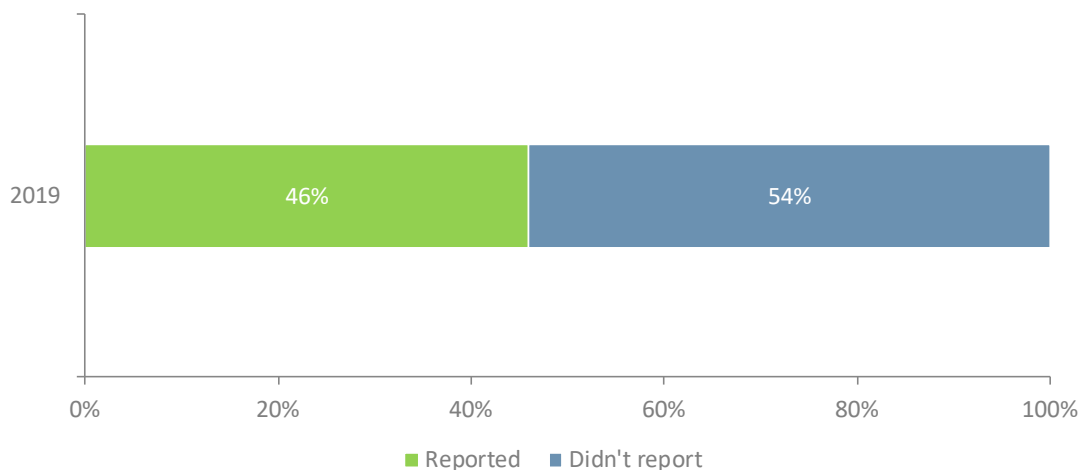
Respondents who noted dissatisfaction across any prior measure was asked if they were aware that they could report an issue to Council. Seventy four percent of respondents were aware they could report an issue. Of those aware, 46% proceeded to report an issue or their dissatisfaction, while 54% did not report it.



(Base size n= 498)



Reporting an Issue | 2019 *



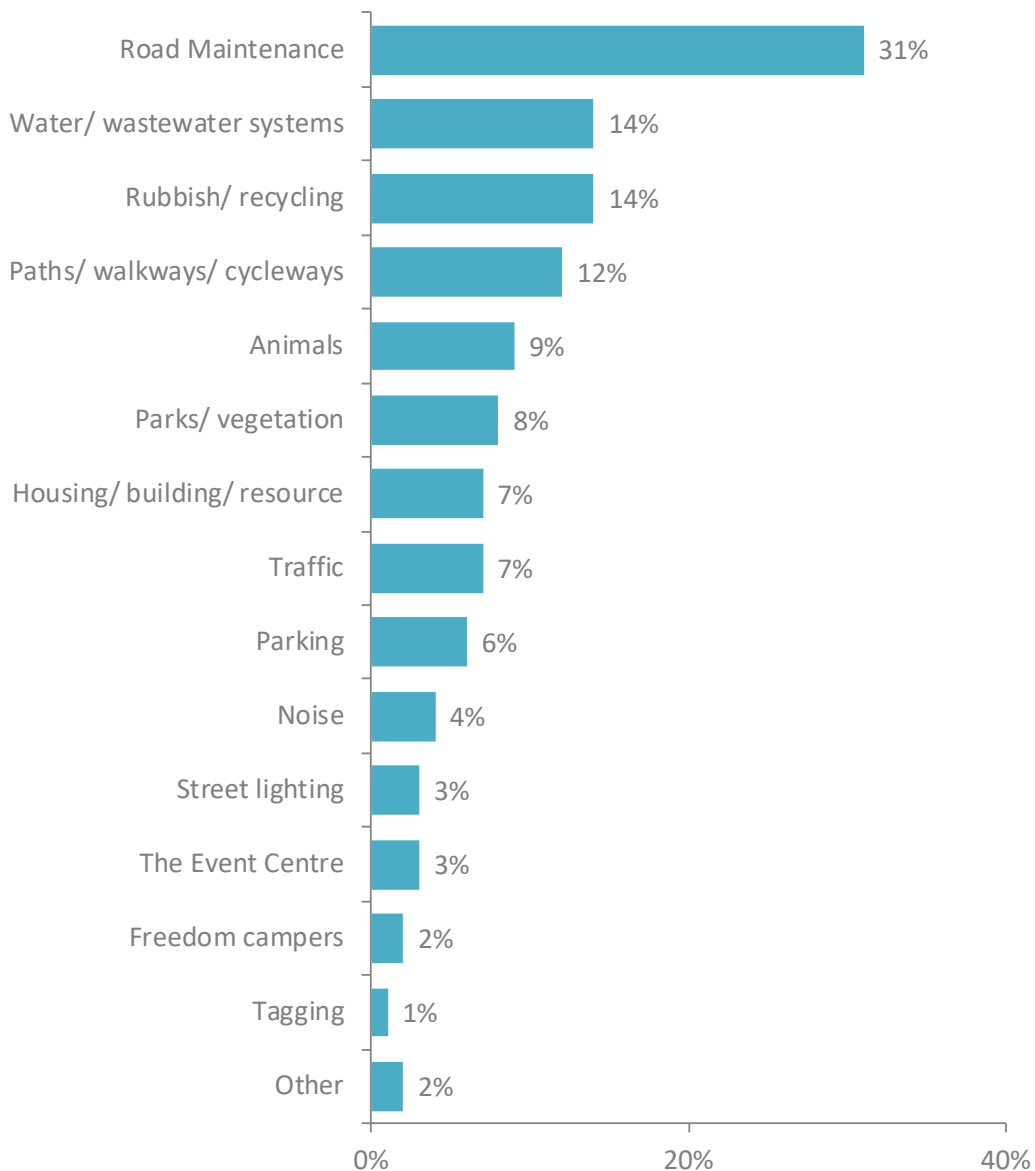
(Base size n=369)

Reporting Dissatisfaction



Issue Reported | 2019 *

Of those that reported an issue, 31% reported issues relating to road maintenance. This is consistent with the increase in dissatisfaction ratings seen this year and identified under the transport section. Other key issues reported included matters relating to water or wastewater systems (14%), rubbish or recycling, (14%), and paths, walkways, and cycleways (12%).



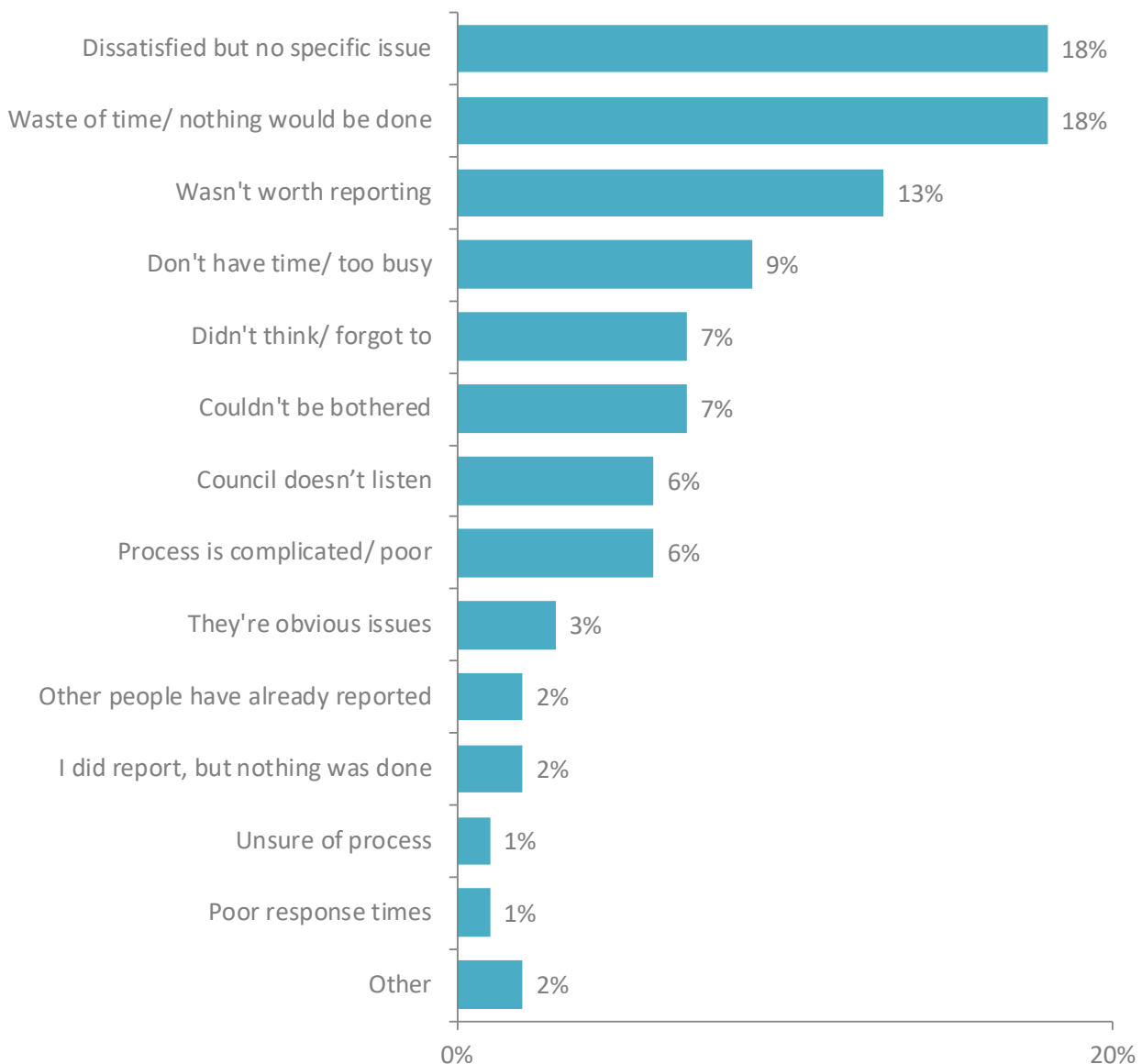
(Base size n=174)

Reporting Dissatisfaction



Why Issue Was Not Reported | 2019 *

Those who were dissatisfied but did not report and issue were asked why they chose not to. Eighteen percent felt nothing would be done even if they had reported their concern, 13% felt their issue wasn't worth reporting and 9% said they were either too busy or did not have the time to report it. Additional barriers worth mentioning include the complication of the reporting process (6%), feeling as though the Council doesn't listen (6%) and that the issues are obvious (3%).



(Base size n= 193)



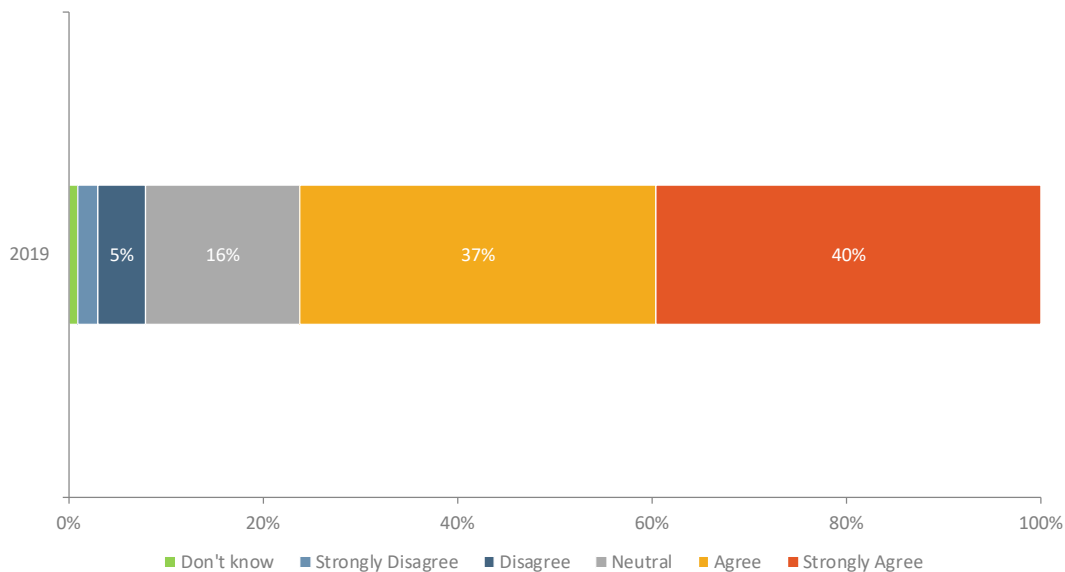
Environment

Environment



Household Does what they can to Reduce Waste | 2019 *

Over three quarters of respondents (77%) noted they either agree (37%) or strongly agree (40%) that their household does everything possible to reduce their waste while 16% neither agreed nor disagreed with the statement. Just 7% of respondents either disagreed (5%) or strongly disagreed (2%) that their household does all they can to reduce waste.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Strongly Disagree	3%	1%	2%	3%	0%	3%
Disagree	3%	9%	7%	4%	3%	7%
Neutral	19%	11%	13%	21%	15%	12%
Agree	40%	43%	46%	35%	32%	31%
Strongly Agree	34%	35%	30%	36%	48%	48%
Don't know	1%	1%	2%	1%	2%	0%

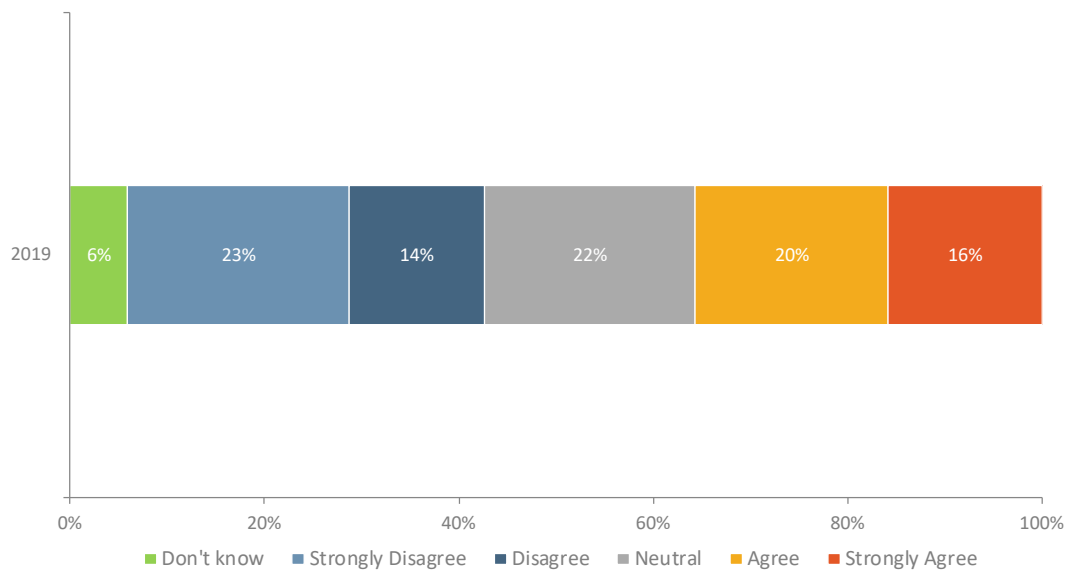
(Base size n=600)

Environment



Would Like to Reduce Household Waste but Unsure How to | 2019 *

Thirty six percent of respondent's either agreed (20%) or strongly agreed (16%) that they wanted to reduce their household waste but were unsure how to. Thirty seven percent of respondents disagreed (14%) or strongly disagreed (23%) with the statement, while 22% neither agreed or disagreed.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Strongly disagree	21%	22%	13%	29%	20%	30%
Disagree	19%	13%	17%	11%	15%	8%
Neutral	20%	28%	14%	22%	25%	19%
Agree	24%	16%	21%	16%	21%	25%
Strongly Agree	13%	17%	28%	15%	14%	9%
Don't know	4%	4%	7%	5%	5%	8%

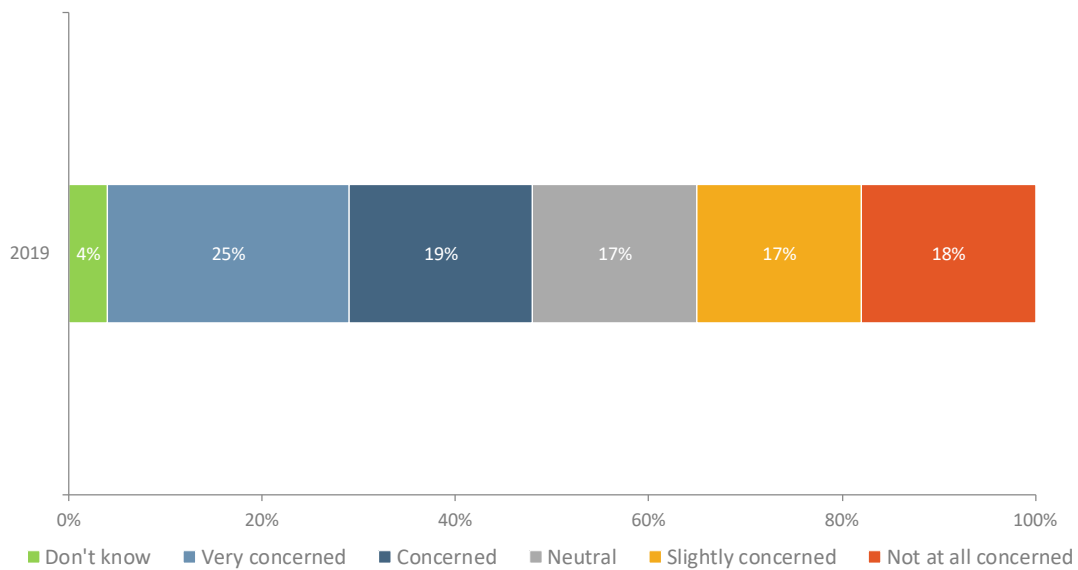
(Base size n=600)

Environment



Concern for Climate Change | 2019 *

While 17% of residents hold a neutral stance towards their concern for climate change, 44% of respondents are either concerned (19%) or very concerned (25%) about climate change. By comparison, 35% of respondents indicated they were only slightly concerned (17%) or not at all concerned (18%) about climate change, while just 4% weren't sure.



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very concerned	32%	34%	25%	19%	25%	23%
Concerned	19%	20%	14%	20%	17%	21%
Neutral	11%	16%	17%	25%	19%	11%
Slightly concerned	12%	16%	22%	13%	19%	20%
Not concerned	21%	11%	17%	20%	17%	21%
Don't know	5%	3%	5%	3%	4%	4%

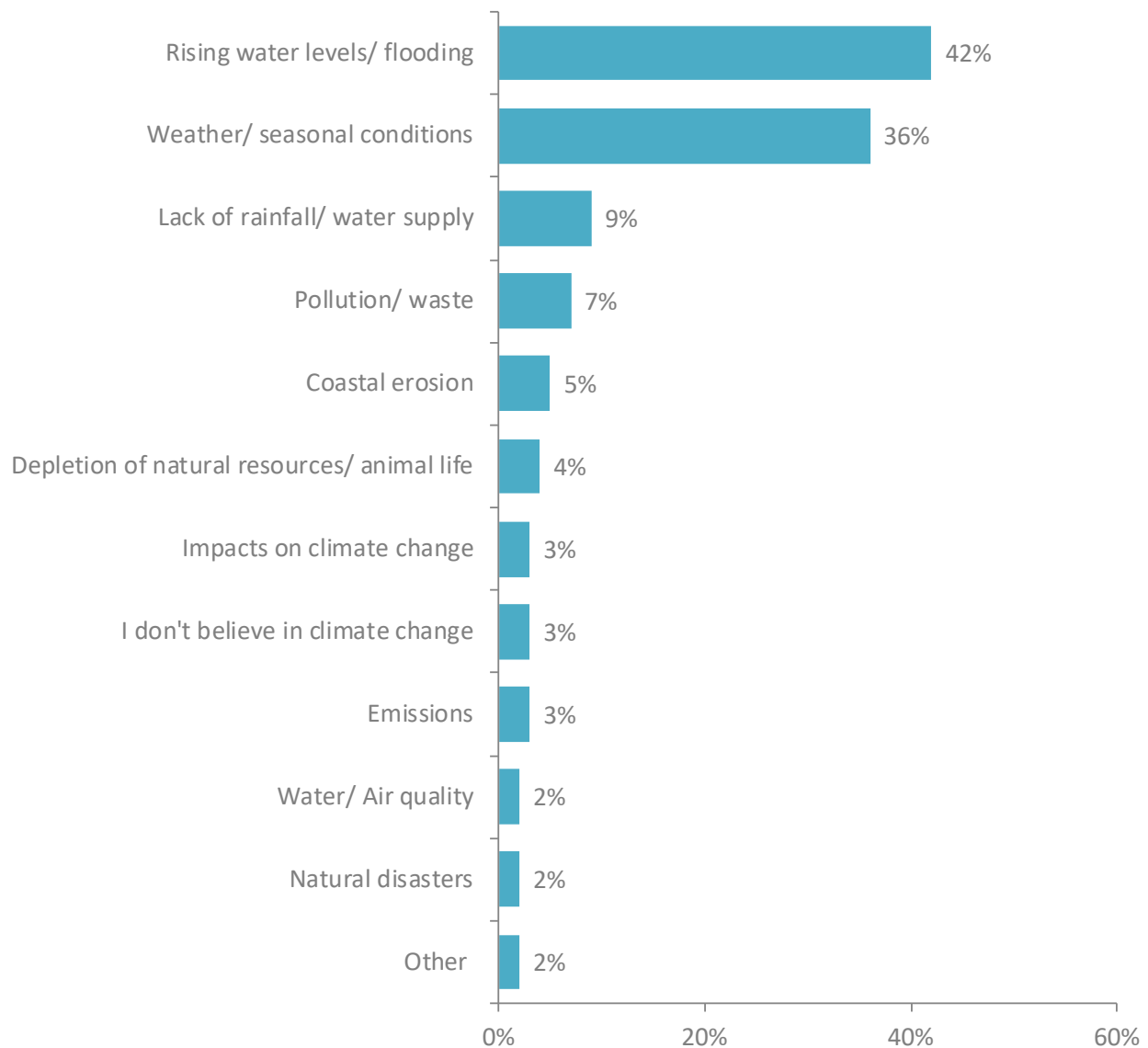
(Base size n=600)

Environment



Impacts of Climate Change | 2019 *

When asked what they thought the main impacts of climate change would be, respondents suggested rising water levels or flooding (42%), seasonal and weather conditions (36%), and lack of rainfall or water supply (9%) as the key areas impacted. It is important to note that respondents were prompted with flooding and unseasonal weather conditions when asked this question.



**Please note, some responses indicate key impacts on climate change rather than the impacts climate change has.*

(Base size n=600)

Environment



Demographic Differences



AGE 18-39

MORE LIKELY TO

Strongly disagree (4%) that their household does all they can to reduce their waste.

Strongly agree that they would like to reduce their household waste but do not know how (23%).



AGE 40-59

MORE LIKELY TO

Neither agree nor disagree that they would like to reduce their household waste but are not sure how to (29%).



AGE 60+

MORE LIKELY TO

Strongly agree that their household does all they can to reduce their waste (54%).

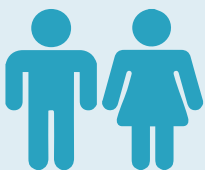
Strongly disagree that their household would like to reduce more waste but do not know how (31%).



INCOME

THOSE EARNING MORE THAN \$70K: LESS LIKELY TO

Strongly agree that their household does all they can to reduce their waste (31%).



GENDER

MALE RESIDENTS: MORE LIKELY TO

Be not at all concerned with the effects of climate change in their local area (24%).

FEMALE RESIDENTS: LESS LIKELY TO

Be not at all concerned with the effects of climate change in their local area (12%).



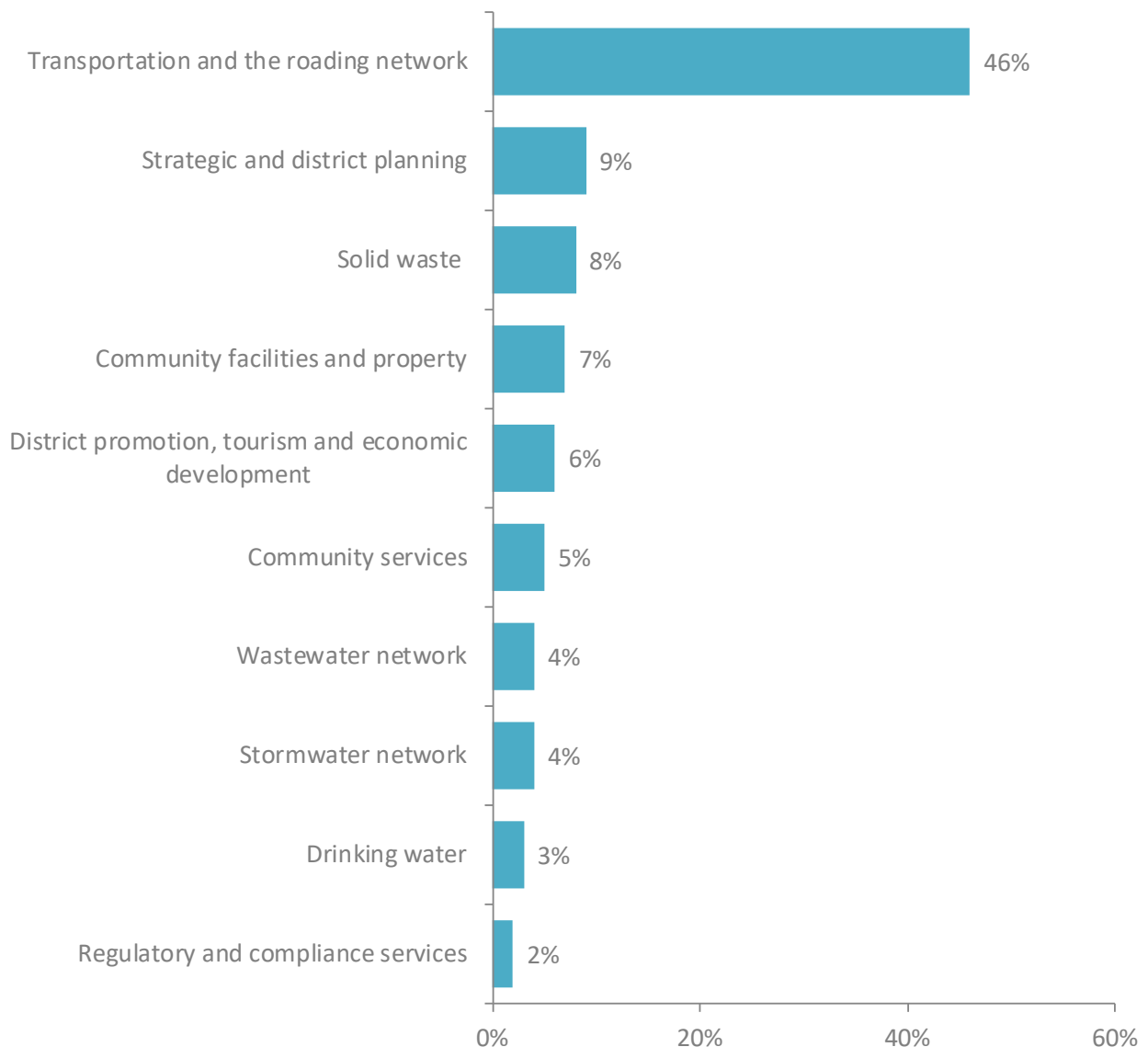
Forward Planning

Forward Planning



Area of Priority | 2019

Transportation and the roading network presents obvious need for development with 46% of respondents indicating this area needs improvement. This is consistent with the drop in satisfaction ratings seen among roading and transport. Strategic and district planning (9%) and solid waste (8%) were other key areas where residents felt improvement was necessary.



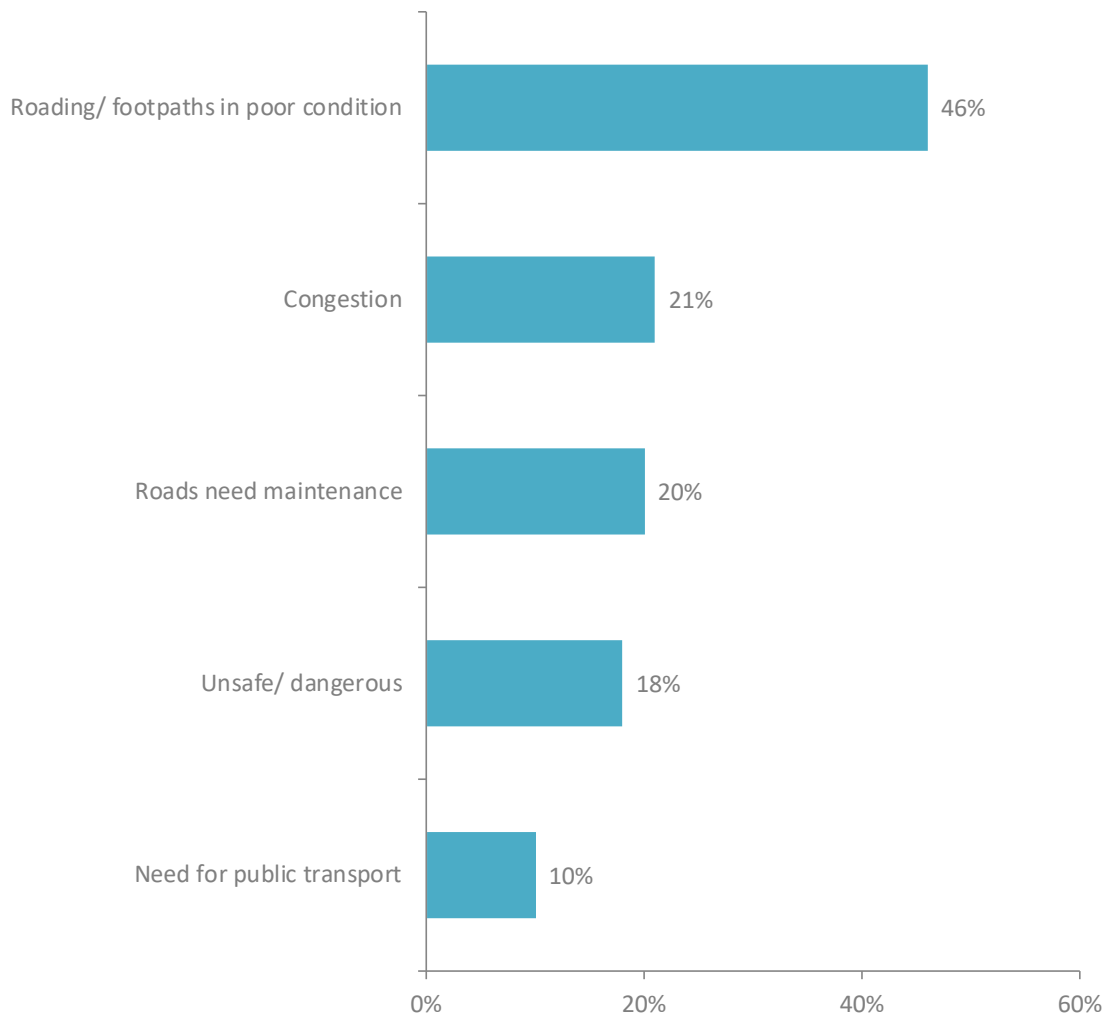
(Base size n=600)

Forward Planning



Reasons for Roding Networks Improvement | 2019

Of those that indicated transportation and roading networks as the area of improvement, 46% indicated it was due to the poor conditions of roading and footpaths, while 21% indicated it was due to congestion and 20% indicated the need for road maintenance.



**Please note, only the top 5 reasons for improvements have been noted*

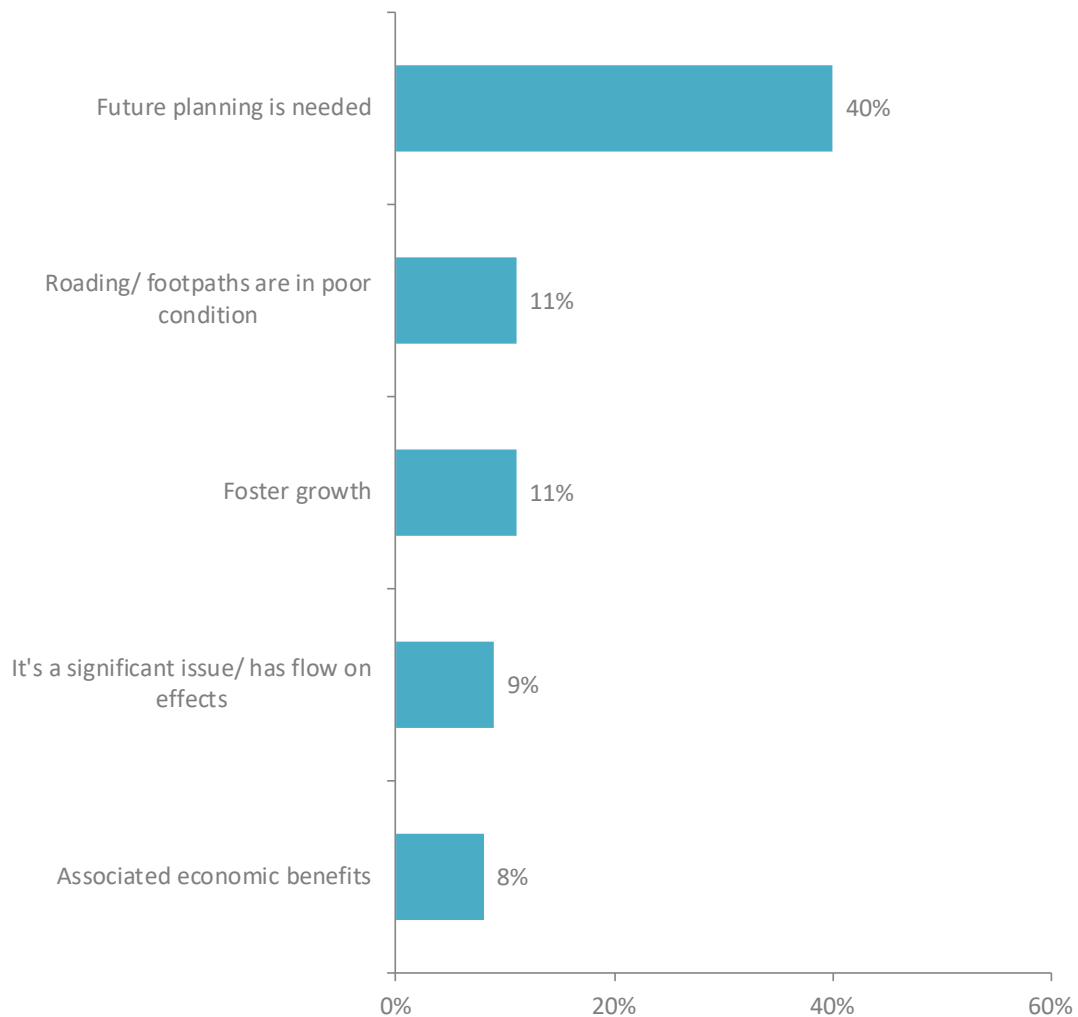
(Base size n=268)

Forward Planning



Reasons for Strategic and District Planning Improvement | 2019

Those that felt strategic and district planning ought to be improved expressed that future planning is a necessity (40%) and that it fosters growth (11%). Interestingly, 11% of respondents who identified the need for strategic and district planning also referenced the poor conditions of roading within the district.



**Please note, only the top 5 reasons for improvements have been noted*

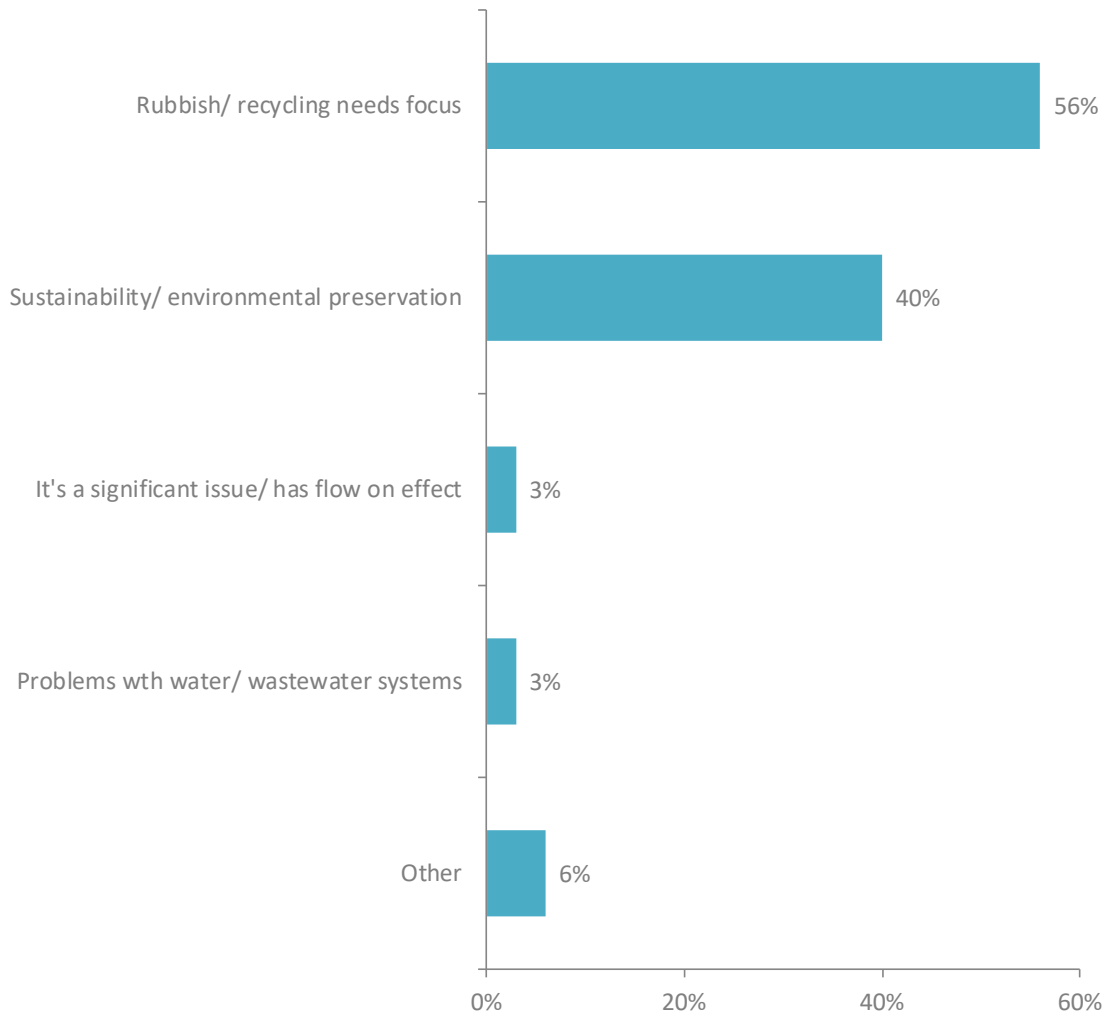
(Base size n=58)

Forward Planning



Reasons for Solid Waste Improvement | 2019

When asked why they selected solid waste as the area of improvement, 56% of respondents noted that rubbish and recycling need focus while 40% indicated a need for sustainability or environmental preservation.



**Please note, only the top 5 reasons for improvements have been noted*

(Base size n=47)

Forward planning



Demographic Differences



AGE 18-39

No significant differences noted among this age group.



AGE 40-59

MORE LIKELY TO

Rank the transportation and roading network as Council's area of priority (57%).



AGE 60+

LESS LIKELY TO

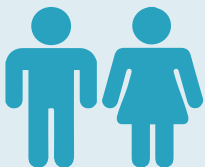
Rank community facilities and property as Council's area of priority (3%).



INCOME

THOSE EARNING MORE THAN 70K: LESS LIKELY TO

Rate community services as Council's area of priority (1%).



GENDER

No significant differences were identified among gender.



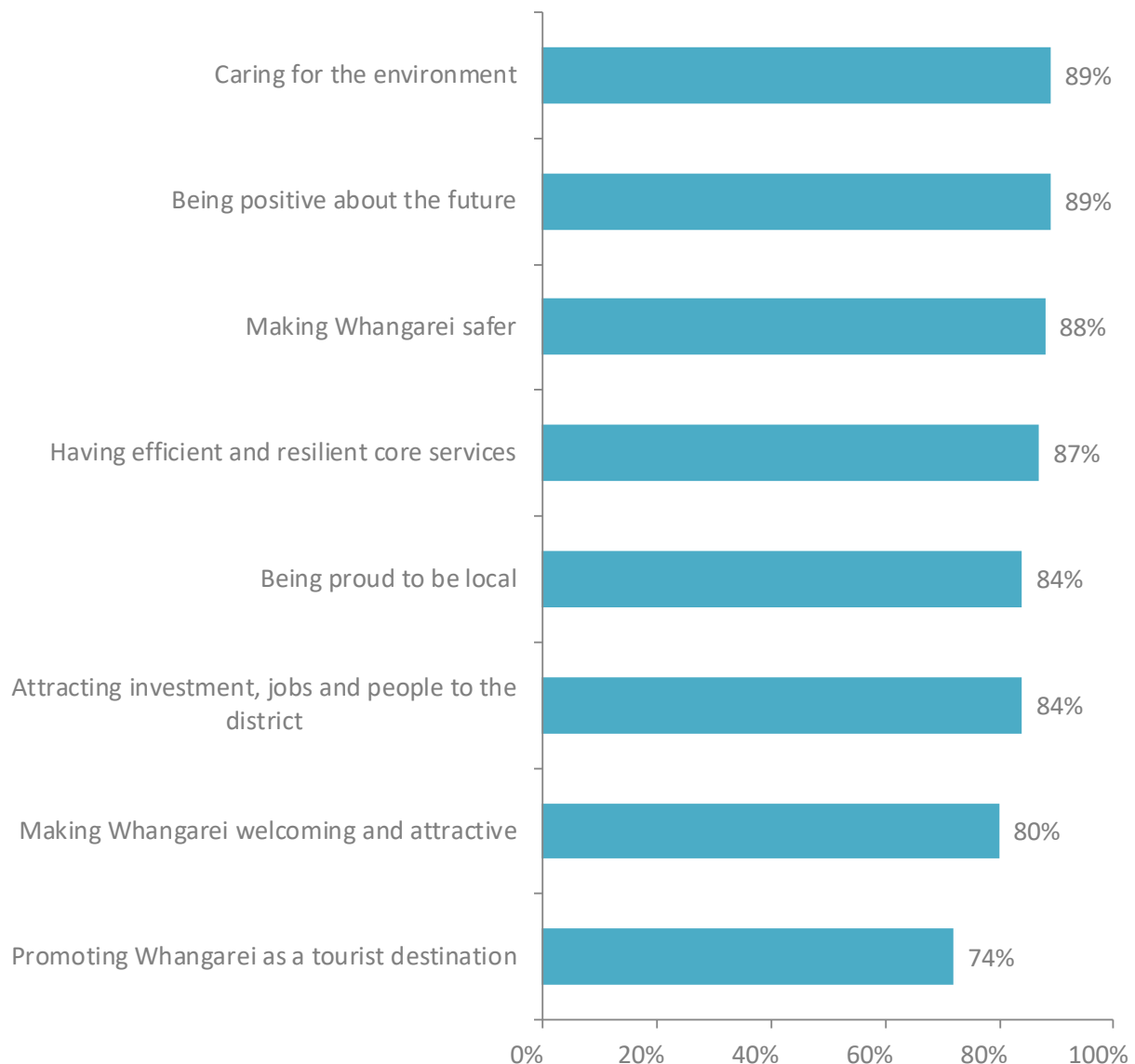
Council Performance

Council Performance



Importance of Community Outcomes | 2019

Results show that the most important community outcomes are caring for the environment (89%) and being positive about the future (89%), followed by making Whangarei safer (88%). Less important community outcomes included making Whangarei welcoming and attractive (80%) and promoting Whangarei as a tourist destination (74%).



(Base size n=600)

Council Performance



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Caring for the environment	91%	91%	89%	87%	92%	85%
Being positive about the future	89%	87%	88%	93%	86%	93%
Making Whangarei safer	85%	85%	91%	90%	91%	83%
Having efficient and resilient core services	80%	90%	95%	85%	89%	83%
Being proud to be local	84%	74%	80%	85%	85%	92%
Attracting investment, jobs and people to the district	85%	67%	73%	86%	87%	80%
Making Whangarei welcoming and attractive	88%	73%	82%	80%	83%	74%
Promoting Whangarei as a tourist destination	79%	67%	72%	69%	77%	68%

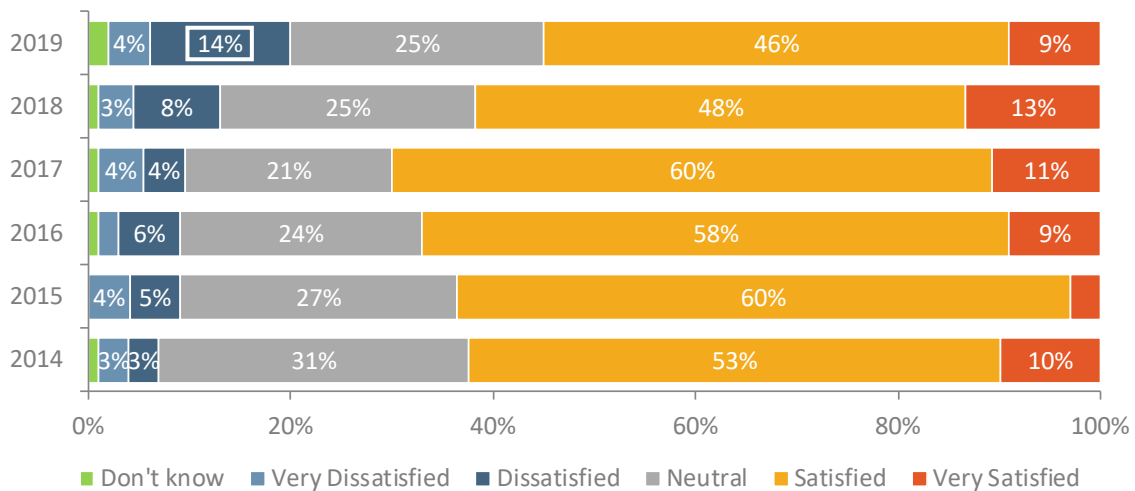
(Base size n=600)

Council Performance



Overall Performance | 2014-2019

2019 saw a significant decrease in overall satisfaction (55% c.f. 2018, 61%) with 46% of respondents indicating they were satisfied and 9% very satisfied. Twenty five percent of residents indicated a neutral response which is consistent with last year (25%). Dissatisfaction with Council performance overall had a significant increase of 7% compared to 2018's findings (18% c.f. 2018, 11%).



Area Differences

	Mangakahia-Maungatapere	Hikurangi-Coastal	Whangarei Heads	Denby	Okara	Bream Bay
Very Dissatisfied	7%	1%	4%	6%	3%	6%
Dissatisfied	17%	23%	18%	10%	8%	18%
Neutral	25%	30%	28%	25%	22%	24%
Satisfied	44%	42%	40%	46%	53%	40%
Very Satisfied	7%	3%	5%	9%	13%	11%
Don't know	0%	1%	5%	4%	1%	0%

(Base size n=600)

Council Performance



Demographic Differences



AGE 18-39

No significant differences were noted among this age group.



AGE 40-59

MORE LIKELY TO

Be dissatisfied with Council's performance overall (53%).



AGE 60+

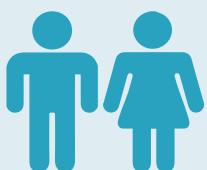
MORE LIKELY TO

Be very satisfied with Council's performance overall (59%).



INCOME

No significant differences noted here.



GENDER

No significant differences noted among gender.



Whangarei District Council

Resident Satisfaction Survey

Year on Year Comparison Tables

July 2019

Reading these tables

Whangarei District Council is the local authority responsible for the Whangarei district. Versus Research (Versus) has been commissioned by Whangarei District Council to oversee an annual Resident Satisfaction Survey. This survey looks at various Council services and facilities, and how these are perceived in terms of satisfaction among Whangarei residents.

Changes have been made to the 2019 Resident survey. Where new questions have been added, no data has been entered under previous years.

The final sample size was n=600. (n=397 on the phone, and n=203 online) which gave a maximum margin of error of +/- 4.0% at the 95% confidence interval.

The following figures display the combined satisfaction ratings year on year for key measures grouped by both 5-10 and 7-10 scores. Additionally, results show 5-10 and 7-10 scores with, and without the don't know responses included.

These results show satisfaction ratings for both CATI and Online results (in grey), as well as the combined total. Detailed results and analysis of findings by ward and demographics are presented in a full report format in a separate document.

Year on Year Results

COMPARISON OF 2014 – 2019 5-10 SCORES

TRANSPORTATION

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) CATI	2019 (5-10) ONLINE	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Quality of sealed roads	71%	67%	69%	77%	73%	71%	44%	58%	60%
Maintenance of unsealed roads	51%	54%	48%	51%	51%	35%	33%	34%	42%
Management of traffic flow peaks	69%	61%	63%	51%	55%	49%	34%	42%	46%
Safety of the roads in the district	74%	70%	70%	87%	82%	78%	37%	60%	60%
Street lighting	82%	73%	81%	82%	81%	80%	68%	75%	80%
Footpaths in urban areas	73%	73%	77%	80%	76%	75%	72%	74%	77%
Parking in CBD	57%	61%	55%	64%	53%	58%	38%	50%	51%
Shared paths and cycling networks	-	-	-	-	-	73%	67%	70%	80%

Year on Year Results

COMPARISON OF 2014 – 2019 5-10 SCORES

WASTE MANAGEMENT AND WATER SUPPLY

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) CATI	2019 (5-10) ONLINE	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Flow and pressure of the district's water supply*	-	-	-	-	-	96%	85%	91%	92%
Water supply*	98%	100%	99%	97%	94%	94%	84%	89%	92%
Public toilets	82%	86%	89%	82%	80%	72%	52%	62%	69%
The sewerage system	65%	76%	70%	75%	69%	74%	63%	69%	86%
Stormwater drainage	65%	76%	68%	74%	70%	75%	61%	69%	80%
Kerbside rubbish and recycling collection	-	-	-	-	-	88%	66%	78%	79%
Transfer stations and Re:Sort facility	81%	86%	85%	81%	75%	76%	66%	72%	80%
Litter control	65%	76%	75%	77%	72%	73%	52%	63%	65%

Measure	2014 (YES)	2015 (YES)	2016 (YES)	2017 (YES)	2018 (YES)	2019 (YES) TOTAL
Adoption of water saving techniques*	-	-	-	-	-	70%

*Please note, only users were asked this in previous years, so results are displayed at a user level

Year on Year Results

COMPARISON OF 2014 – 2019 5-10 SCORES PARKS AND RECREATION (USERS)

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) CATI	2019 (5-10) ONLINE	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Council playgrounds	98%	96%	94%	96%	93%	97%	80%	89%	89%
Council skateparks	-	-	-	-	-	88%	78%	83%	84%
Sports parks in the district	95%	93%	96%	95%	93%	95%	85%	90%	92%
The district's beaches and coastal facilities	96%	97%	96%	93%	95%	96%	90%	94%	94%
Council cemeteries	97%	95%	96%	94%	95%	98%	89%	96%	97%
Neighbourhood, city, and district parks	96%	95%	96%	96%	92%	94%	86%	90%	92%
Natural trails in the district	-	-	-	-	-	96%	97%	96%	98%
Council tracks, walkways and cycleways (includes Hatea Loop)	-	-	-	97%	97%	96%	96%	96%	98%
Dog parks and other dog-friendly recreation areas	-	-	-	94%	92%	92%	90%	91%	93%

Year on Year Results

COMPARISON OF 2014 – 2019 5-10 SCORES LIBRARIES

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) CATI	2019 (5-10) ONLINE	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Range of services available at libraries	-	-	-	-	-	70%	65%	68%	98%
Range of facilities available at libraries	-	-	-	-	-	70%	63%	67%	97%
Range of offerings for different age group	-	-	-	-	-	64%	61%	62%	98%
Range of available online books	-	-	-	-	-	31%	28%	30%	91%

COMMUNITY SERVICES

Measure	2014 (definitely/ mostly)	2015 (definitely/ mostly)	2016 (definitely/ mostly)	2017 (definitely/ mostly)	2018 (definitely/ mostly)	2019 (definitely/ mostly) CATI	2019 (definitely/ mostly) ONLINE	2019 (definitely/ mostly) TOTAL	2019 (5-10) TOTAL EXCL. DK
Safety in the district	83%	87%	82%	86%	83%	88%	64%	77%	77%

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) CATI	2019 (5-10) ONLINE	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Initiatives to create a safe and crime-free district	66%	77%	74%	85%	82%	75%	52%	64%	75%

Year on Year Results

COMPARISON OF 2014 – 2019 5-10 SCORES VENUES AND FACILITIES

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) CATI	2019 (5-10) ONLINE	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Quality of Venues and Events at Forum North Performance Conference and Expo Centre	92%	91%	92%	96%	92%	81%	73%	77%	89%

COUNCIL PERFORMANCE

Measure	2014 (okay - very good)	2015 (okay - very good)	2016 (okay - very good)	2017 (okay - very good)	2018 (okay - very good)	2019 (okay - very good) CATI	2019 (okay - very good) ONLINE	2019 (okay - very good) TOTAL	2019 (okay - very good) TOTAL EXCL. DK
Relationship with Māori residents	-	-	-	-	-	57%	38%	48%	44%

Measure	2014 (5-10)	2015 (5-10)	2016 (5-10)	2017 (5-10)	2018 (5-10)	2019 (5-10) CATI	2019 (5-10) ONLINE	2019 (5-10) TOTAL	2019 (5-10) TOTAL EXCL. DK
Overall performance of Council	94%	90%	91%	91%	86%	91%	69%	80%	81%

Year on Year Results

COMPARISON OF 2014 – 2019 7-10 SCORES TRANSPORTATION

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) CATI	2019 (7-10) ONLINE	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Quality of sealed roads	37%	31%	35%	38%	37%	31%	17%	24%	25%
Maintenance of un-sealed roads	22%	20%	18%	21%	18%	13%	8%	10%	13%
Management of traffic flow peaks	43%	31%	30%	18%	24%	23%	11%	18%	20%
Safety of the roads in the district	37%	36%	35%	58%	49%	41%	15%	30%	30%
Street lighting	49%	46%	49%	61%	55%	58%	44%	52%	55%
Footpaths in urban areas	36%	43%	45%	54%	47%	51%	40%	46%	48%
Parking in CBD	28%	27%	22%	37%	26%	34%	16%	26%	27%
Shared paths and cycling networks	-	-	-	-	-	52%	42%	47%	54%

Year on Year Results

COMPARISON OF 2014 – 2019 7-10 SCORES WASTE MANAGEMENT AND WATER SUPPLY

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) CATI	2019 (7-10) ONLINE	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Flow and pressure of the district's water supply	-	-	-	-	-	86%	67%	78%	78%
District's water supply overall*	90%	93%	87%	90%	83%	83%	64%	74%	77%
Public toilets	50%	59%	71%	59%	54%	46%	29%	38%	42%
The sewerage system	48%	64%	56%	64%	56%	60%	40%	51%	63%
The stormwater drainage service	41%	58%	50%	54%	47%	53%	31%	43%	50%
Kerbside rubbish and recycling collection	-	-	-	-	-	78%	47%	64%	65%
The transfer stations and the Re:Sort facility	66%	68%	70%	68%	62%	61%	47%	55%	62%
Litter control	40%	53%	52%	49%	48%	49%	33%	41%	43%

**Please note, only users were asked this in previous years, so results are displayed at a user level.*

Year on Year Results

COMPARISON OF 2014 – 2019 7-10 SCORES PARKS AND RECREATION (USERS)

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) CATI	2019 (7-10) ONLINE	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Council playgrounds	87%	85%	83%	85%	81%	85%	56%	70%	70%
Council skateparks	-	-	-	-	-	68%	48%	57%	58%
Sports parks in the district	86%	84%	85%	84%	82%	86%	66%	76%	78%
The district's beaches and coastal facilities	85%	88%	84%	82%	81%	84%	74%	80%	80%
Council cemeteries	88%	92%	88%	88%	85%	92%	76%	88%	89%
Neighbourhood, city and district parks	84%	81%	84%	82%	77%	83%	60%	72%	74%
Natural trails in the district	-	-	-	-	-	90%	88%	89%	90%
Council tracks, walkways and cycleways (includes Hatea Loop)	-	-	-	95%	90%	90%	83%	86%	88%
Dog parks and other dog-friendly recreation areas	-	-	-	77%	75%	81%	63%	72%	74%

Year on Year Results

COMPARISON OF 2014 – 2018 7-10 SCORES

LIBRARIES

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) CATI	2019 (7-10) ONLINE	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Range of services available at libraries	-	-	-	-	-	68%	56%	63%	91%
Range of facilities available at libraries	-	-	-	-	-	68%	54%	61%	89%
Range of offerings for different age group	-	-	-	-	-	63%	49%	56%	88%
Range of available online books	-	-	-	-	-	27%	16%	22%	67%

COMMUNITY SERVICES

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) CATI	2019 (7-10) ONLINE	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Initiatives to create a safe and crime-free district	36%	41%	42%	62%	58%	50%	26%	39%	46%

Year on Year Results

COMPARISON OF 2014 – 2018 7-10 SCORES

VENUES AND FACILITIES

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) CATI	2019 (7-10) ONLINE	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Quality of Venues and Events at Forum North Performance Conference and Expo Centre	74%	76%	77%	84%	73%	63%	50%	57%	66%

COUNCIL PERFORMANCE

Measure	2014 (very good/ fairly good)	2015 (very good/ fairly good)	2016 (very good/ fairly good)	2017 (very good/ fairly good)	2018 (very good/ fairly good)	2019 (very good/ fairly good) CATI	2019 (very good/ fairly good) ONLINE	2019 (very good/ fairly good) TOTAL	2019 (very good/ fairly good) EXCL. DK
Relationship with Māori residents	43%	48%	52%	48%	36%	38%	13%	27%	44%

Measure	2014 (7-10)	2015 (7-10)	2016 (7-10)	2017 (7-10)	2018 (7-10)	2019 (7-10) CATI	2019 (7-10) ONLINE	2019 (7-10) TOTAL	2019 (7-10) TOTAL EXCL. DK
Overall performance of Council	63%	63%	67%	71%	61%	66%	40%	55%	55%

7.2 Expression of Interest ICC Women's Cricket World Cup 2021

Meeting: Council
Date of meeting: 29 August 2019
Reporting officer: Carina de Graaf, Venues and Events Manager

1 Purpose

To provide Council with information in relation to an expression of interest to host matches in Whangarei for the ICC Women's Cricket World Cup in January/February 2021.

2 Recommendation/s

That Council notes the information.

3 Background

NZ Cricket invited 11 Host Cities throughout New Zealand to attend a meeting on Monday 12 August 2019. Whangarei District Council's Venues and Events Manager attended the meeting along with representatives from Northland Cricket.

Presentations were made by representatives from NZ Cricket and ICC (see attachment) inviting each Host City (along with their respective Cricket Venue and Association) to submit an expression of interest to host matches for the ICC Women's Cricket World Cup 2021 by 23 August 2019.

4 Discussion

4.1 Hosting Partnership

Northland Cricket in conjunction with Whangarei District Council will be submitting an expression of interest to host matches for the ICC Women's Cricket World Cup in 2021. In order for Northland Cricket to host these matches they will require financial support to cover venue costs, marketing and city dressing which are not covered by ICC. Depending on the number of matches secured the cost would be a maximum of \$20,000 funded from existing budgets within the Venues and Events department.

Securing an ICC Women's Cricket World Cup 2021 match in Whangarei would compliment our successful bid to host the Women's Rugby World Cup in 2021 and provide a platform to Whangarei as a leader in Women's sport.

4.1 Financial/budget considerations

This event will be funded within Venues and Events existing budgets.

4.2 Policy and planning implications

There are no policy or planning implications associated with the matters outlined in this report.

4.3 Risks

There are no major risks associated with the matters outlined in this report.

5 Significance and engagement

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via Agenda publication on the website.

6 Attachment

- ICC WWC 2021 Presentation

ICC
WOMEN'S
WORLD CUP
2021



NEW ZEALAND
30 JAN-28 FEB

LIZ DAWSON

ICC WOMEN'S WORLD CUP 2021 CHAIR

DAVID WHITE



NZC CEO

ICC WOMEN'S WORLD CUP 2021 BOARD MEMBER

ANDREA NELSON

ICC WOMEN'S WORLD CUP 2021 CEO

EVENT OVERVIEW

8
TEAMS



31
MATCHES



30
DAYS





THE PRODUCT: WOMEN'S CRICKET



RELATABLE



TACTICAL
for the cricket purist



SUPERSTARS
who can change the game

THE EXPERIENCE

EVENT POSITIONING

FESTIVAL-FEEL

Multi-cultural

FAMILY-FRIENDLY

An inclusive experience

ELITE

World's best athletes

SURPRISING, INNOVATIVE

A different experience

QUALIFYING PROCESS

QUALIFIED

NEW ZEALAND



ENGLAND



AUSTRALIA



WOMEN'S CHAMPIONSHIP - 2019

INDIA
TBC

SOUTH AFRICA
TBC

ICC QUALIFIER TOURNAMENT - 2020

ICC QUALIFIER 1

ICC QUALIFIER 2

ICC QUALIFIER 3



**GROWTH
OF WOMEN'S
SPORT**

BROADCAST



THE INDIAN MARKET

5th

The world's fastest growing economy, expected to be 5th largest by 2020

2nd

2nd most populated country in the world with 1.33b people

\$260b^{USD}

Exports valued at \$260b USD

\$357b^{USD}

Imports valued at \$357b USD

ECONOMIC IMPACT

FRESH INFO

50,500 \$46m

International visitor nights

Spend in New Zealand

ECONOMIC IMPACT

FRESH INFO

5 POOL
MATCHES

=

Approx 10,000 bed nights
Approx \$5m spend

6 MATCHES
POOL
+ FINAL

=

Approx 14,000 bed nights
Approx \$7m spend

IMPACT

ICC
WOMEN'S
WORLD CUP
2021



Increased profile



Global audience



Grassroots



Increased participation



Equality



Promotion

**IF YOU
CAN'T SEE IT,
YOU CAN'T
BE IT**





RACHEL FROGGATT

WOMEN IN SPORT AOTEAROA CEO

SECRETARY GENERAL, INTERNATIONAL WORKING GROUP (IWG)
ON WOMEN AND SPORT SECRETARIAT CONFERENCE 2018-2022



women
in sport

Ngā Wāhine Hākinakina o
AOTEAROA

ICC Women's Cricket World Cup 2021

Workshop: Auckland, 12 August 2019

Women in Sport Aotearoa

womeninsport.org.nz

Women and girls are valued, visible and influential in sport and recreation
E kaingākautia ana, e kitea ana, e whai mana ana te wahine i te ao hākinakina

1. **Challenge the System | *Uia ngā Pātai***
Evidence-based research creating a strong case for change
2. **Lead the Change | *Kōkiritia kia tōkeke***
Increased representation of women and girls in leadership
3. **Be the Voice | *Whakapuakina te Reo***
Women and girls have a powerful and respected voice
4. **Take it Global | *Ki te Ao!***
Drive an innovative future for IWG, while honouring heritage
5. **Secure the Future | *Herea kia ngita***
Establish and grow a respected and sustainable organisation



Foundation Board 2016

IWG Women & Sport

iwgwomenandsport.org

A sustainable sporting culture based on gender equality that enables and values the full involvement of girls and women in every aspect of sport and physical activity.

- 1. Leadership & Advocacy**
Influence gender equity agenda
- 2. Capability & Knowledge**
Facilitate positive behavioural change
- 3. Value & Visibility**
Leading advocate for women and girls
- 4. Connections & Engagement**
Support an empowered global network

Impact & Legacies:

Position IWG as a connected, innovative and relevant catalyst for global change
Play key role in sustainable change for women and girls in sport and physical activity



Botswana Handover 2018



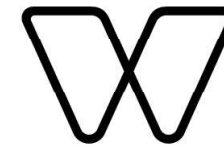
Major Initiatives

EVENTS



WOMEN + GIRLS SUMMIT 2019

Delivery agent 2019, 2020 & 2021,
partnering with the Shift Foundation



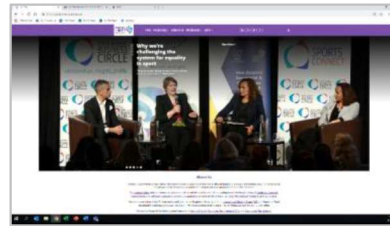
8th IWG World Conference Women & Sport | Auckland, May 2022

Delivery agent, 5 – 8 May 2022;
up to 1,200 international delegates

ADVOCACY



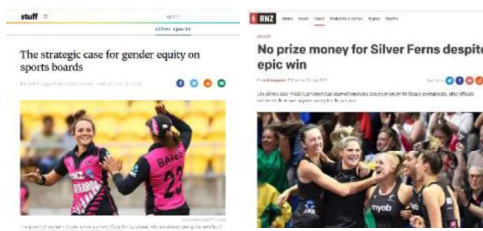
RESEARCH CONSORTIUM



WISPA "INSIGHT HUB"



CHANGE LEADERSHIP



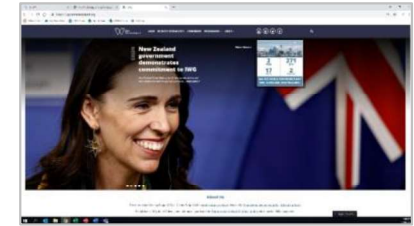
MEDIA & SPEAKING



IWG Women & Sport Brighton plus Helsinki Declaration



IWG Women & Sport Progress Report



IWG "INSIGHT HUB"



GLOBAL CONSULTANCY



GLOBAL ADVOCACY

Leadership

- 27% sport governance
- 30% high performance coaching
- 33% coach development
- 40% leadership/management

Participation

- 12% less time participating weekly

Value & Visibility

- 28% of news coverage – Rio 2016
- 20% more likely to be spoken for by coach

MEN:

strong dominate battle
great
fastest
mastermind

WOMEN:

pregnant aged
married ladies
unmarried

ICC WWC21 – what can we do for NZ?

Leadership

- ✓ Support women and girls into leadership positions (coaching, administration, leadership and governance etc); profile the impact they have on the success of the tournament. Carefully represent intersectionality: ethnicity, religion, physical ability, age, LGBTIQ, etc.
- ✓ Position New Zealand as a thought-leader on the world stage around women's sport.

Participation

- ✓ Legacy-building: attracting and retaining young women in cricket (and sport in general).

Value & Visibility

- ✓ Increase visibility of female athletes, coaches, administrators and leaders via broadcast, media, social media and games. Think creatively about other methods:- public M&Gs?
- ✓ Active strategy to change the language and tonality used around female athletes et al in all communications. Identify and work with key influencers to drive perception change.

***Positively influencing
New Zealand societal views
and attitudes toward
women and girls.***



women
in sport

Ngā Wāhine Hākinakina o
AOTEAROA

ICC Women's Cricket World Cup 2021

Workshop: Auckland, 12 August 2019

ANDREA NELSON

ICC WOMEN'S WORLD CUP 2021 CEO

PURPOSE

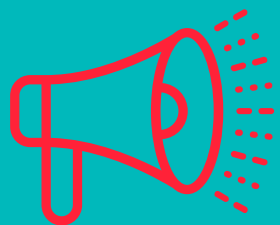
To showcase
world class cricket,
inviting a generation
to get involved

VISION

Own the moment
to change the game

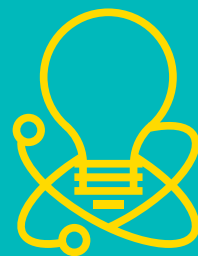
OBJECTIVES

CHANGING THE GAME FOR...



VISIBILITY

- Full Stadia
- Innovative marketing and promotion
- Growing player profile
- Building on wider momentum for women's sport



EVENT EXPERIENCE

- Impeccable delivery for all participants
- Innovative match day experience
- High quality cricket on great pitches
- Seamless team experience



GRASSROOTS ENGAGEMENT (with NZC and Cricket Network)

- Legacy planning and programmes
- Participation
- Facilities upgrades
- Equality
- Capability

ICC INTERNATIONAL VISION

LOC VISION

Own the moment to change the game

PURPOSE

To showcase world class cricket, inviting a generation to get involved

VISIBILITY

- Full Stadia
- Innovative marketing and promotion
- Growing player profile
- Building on wider momentum for women's sport

EVENT EXPERIENCE

- Impeccable delivery for all participants
- Innovative match day experience
- High quality cricket on great pitches
- Seamless team experience

GRASSROOTS ENGAGEMENT

(with NZC and Cricket Network)

- Legacy planning and programmes
- Participation
- Facilities upgrades
- Equality
- Capability

ICC
WOMEN'S
WORLD CUP
2021



NEW ZEALAND
30 JAN-28 FEB

CATHERINE CAMPBELL



GM, CRICKET OPERATIONS



GRAHAM PARKS



GM, VENUES, FACILITIES AND EVENTS

2020-21 Schedule - DRAFT

Domestic Cricket

		PLUNKET SHIELD	FORD TROPHY	SUPER SMASH	HALLYBURTON JOHNSTONE SHIELD
2020	SEP	1			
		2			
		3			
		4			
	OCT	1			
		2			
		3			
		4			
	NOV	1			
		2			
		3			
		4			
	DEC	1			
		2			
		3			
		4			
2021	JAN	1			
		2			
		3			
		4			
	FEB	1			
		2			
		3			
		4			
	MAR	1			
		2			
		3			
		4			

2020-21 Schedules: Domestic & International - DRAFT

		Domestic Cricket				International Cricket	
		PLUNKET SHIELD	FORD TROPHY	SUPER SMASH	HALLYBURTON JOHNSTONE SHIELD	BLACKCAPS	WHITE FERNS
2020	SEP	1					
		2					
		3					
		4					
	OCT	1				BAN (0,0,3)	
		2				WI (0,0,3)	
		3					
		4					
	NOV	1				ICC T20 World Cup Australia	
		2					
		3					
		4					
	DEC	1				WI (2,0,0)	
		2				PAK (2,0,3)	
		3					
		4					
2021	JAN	1					
		2					
		3					
		4					TBC (0,3,0)
	FEB	1				AUS (0,3,0)	
		2				SL (0,3,3)	
		3					
		4					
	MAR	1				BAN (0,3,3)	
		2					
		3					
		4				AUS (0,0,3)	

2020-21 Schedules: Domestic / International / ICC - DRAFT

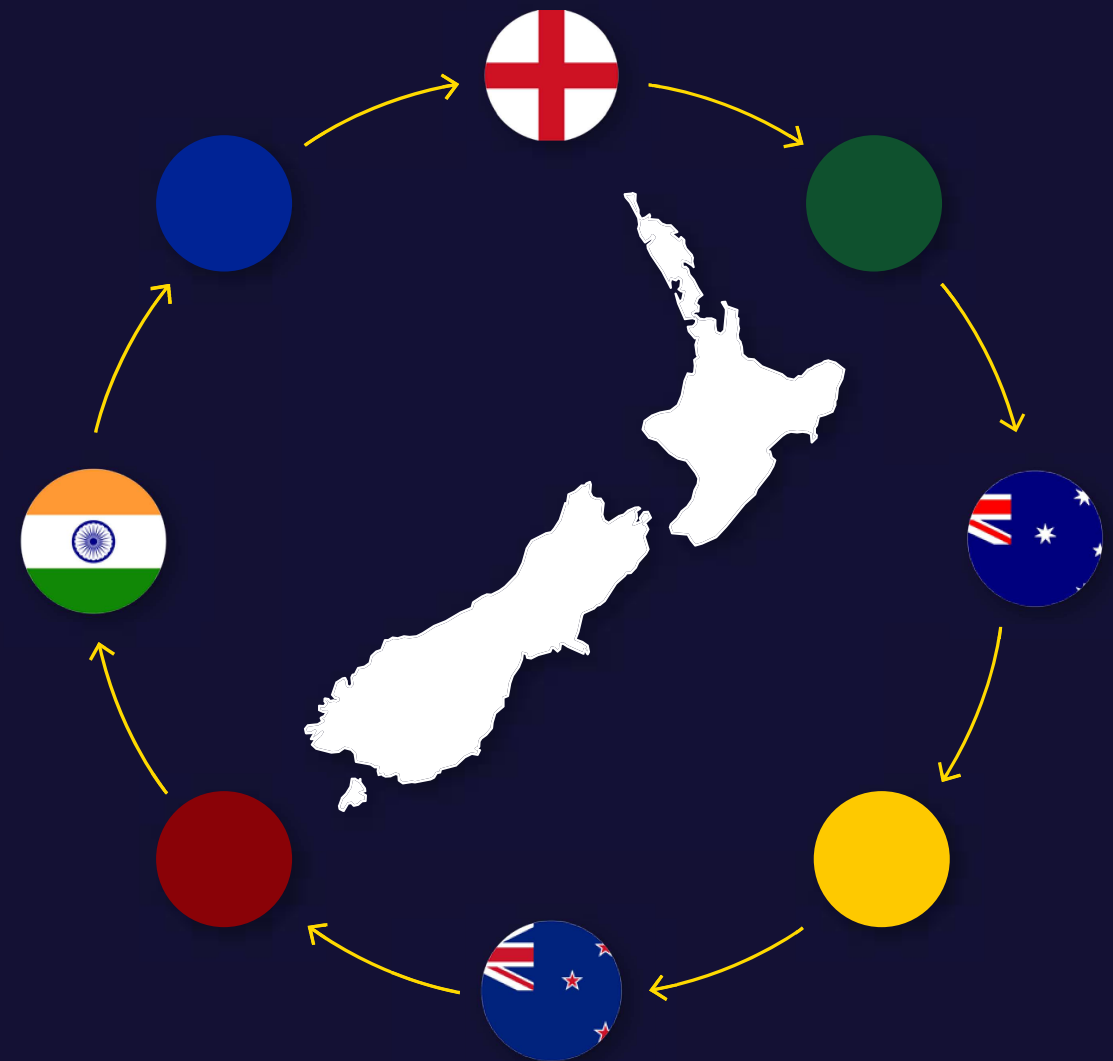
		Domestic Cricket				International Cricket		ICC
		PLUNKET SHIELD	FORD TROPHY	SUPER SMASH	HALLYBURTON JOHNSTONE SHIELD	BLACKCAPS	WHITE FERNS	WWC 2021
2020	SEP	1						
		2						
		3						
		4						
	OCT	1				BAN (0,0,3)		
		2				WI (0,0,3)		
		3						
		4						
	NOV	1				ICC T20 World Cup Australia		
		2						
		3						
		4						
	DEC	1				WI (2,0,0)		
		2				PAK (2,0,3)		
		3						
		4						
2021	JAN	1						
		2						
		3						
		4					TBC (0,3,0)	
	FEB	1				AUS (0,3,0)		
		2				SL (0,3,3)		WWC 2021
		3						
		4						
	MAR	1				BAN (0,3,3)		
		2						
		3						
		4				AUS (0,0,3)		



ICC WWC 2021 TOURNAMENT

31 MATCHES

28 Pool matches - round robin
2 Semi finals
1 Final



CONTENT PACKAGES

1 [Opening match plus ceremony
Semi finals and final matches
New Zealand

2 [Australia
England
India (if qualify)

3 [All other matches

WARM UP MATCHES



**HOW THE
DECISION WILL
BE MADE...**

CRITERIA



VENUE FIT

Audience fit, right match



LEGACY OPPORTUNITIES

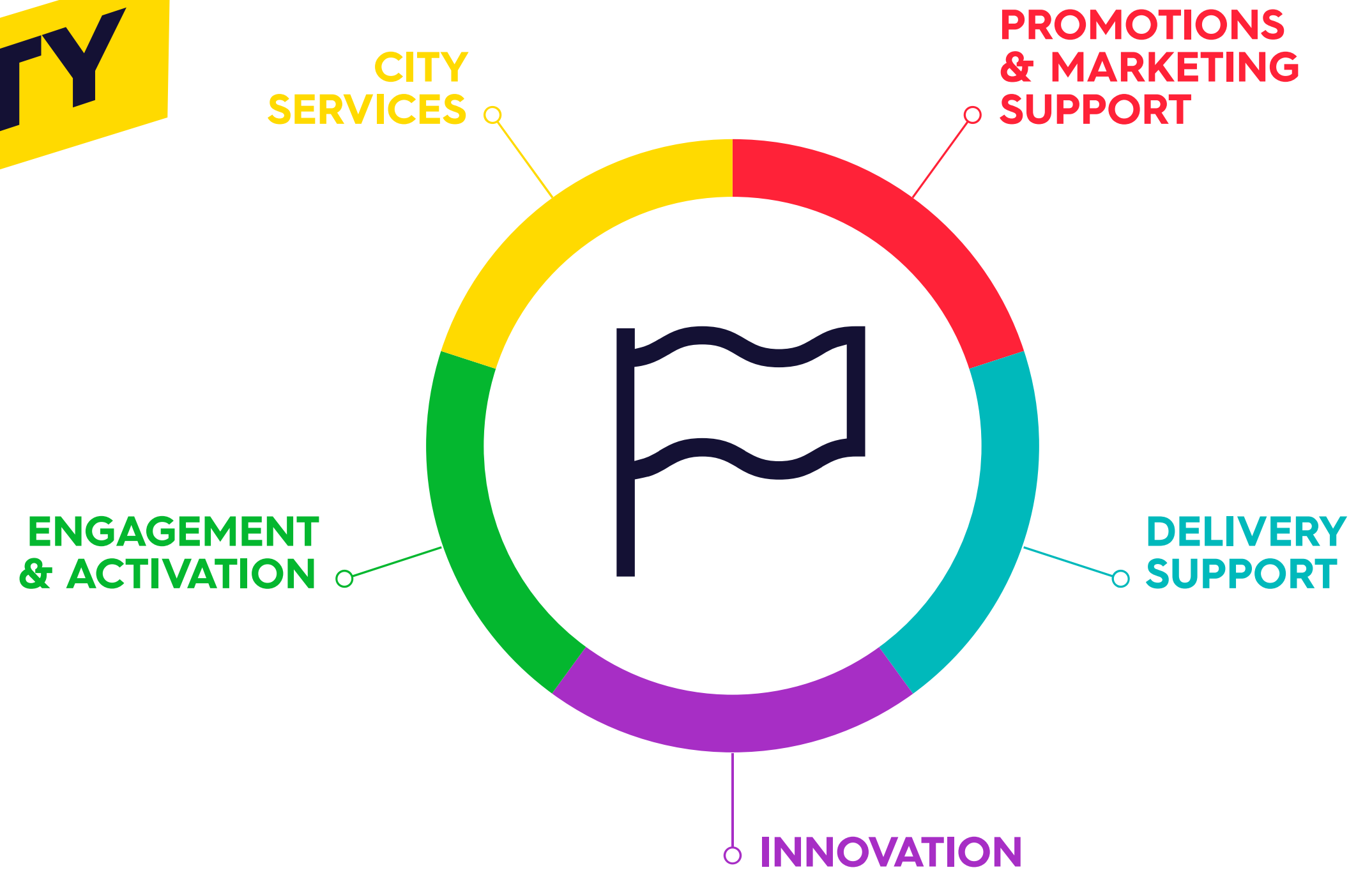
Infrastructure, social outcomes



TOURNAMENT SCHEDULE

Geographical spread, logistics

HOST CITY



VENUE

ICC accredited venue
ICC minimum venue standards
Exclusive use
Seating capacity
Hospitality





FACILITIES

Players

Match Officials



VENUE

CRICKET OPERATIONS

Quality pitches

Quality outfield



VENUE

BROADCAST & MEDIA

ICC standards

Permanent or overlay



VENUE

CLEAN STADIA

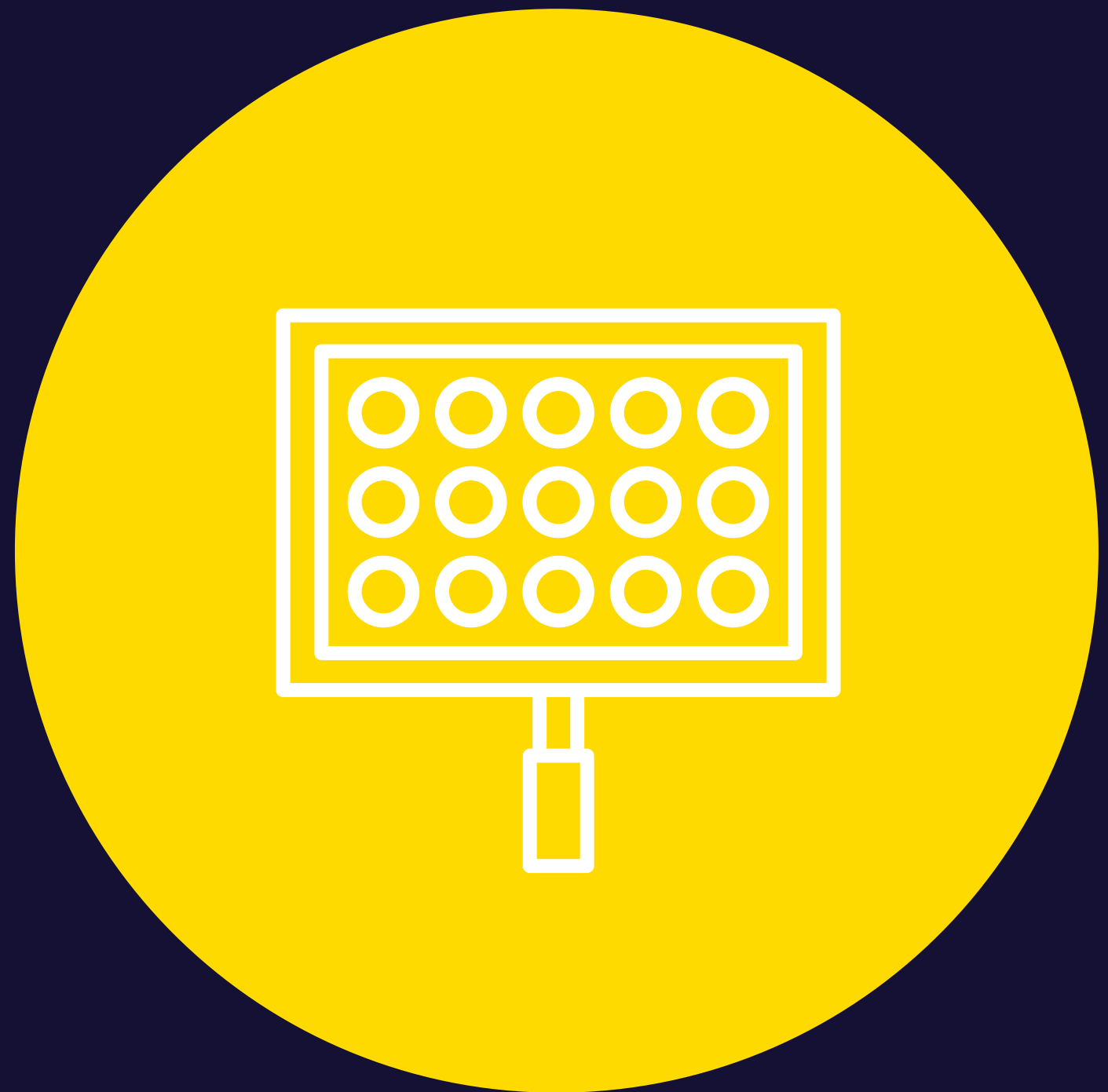
No commercial branding

Non-commercial name

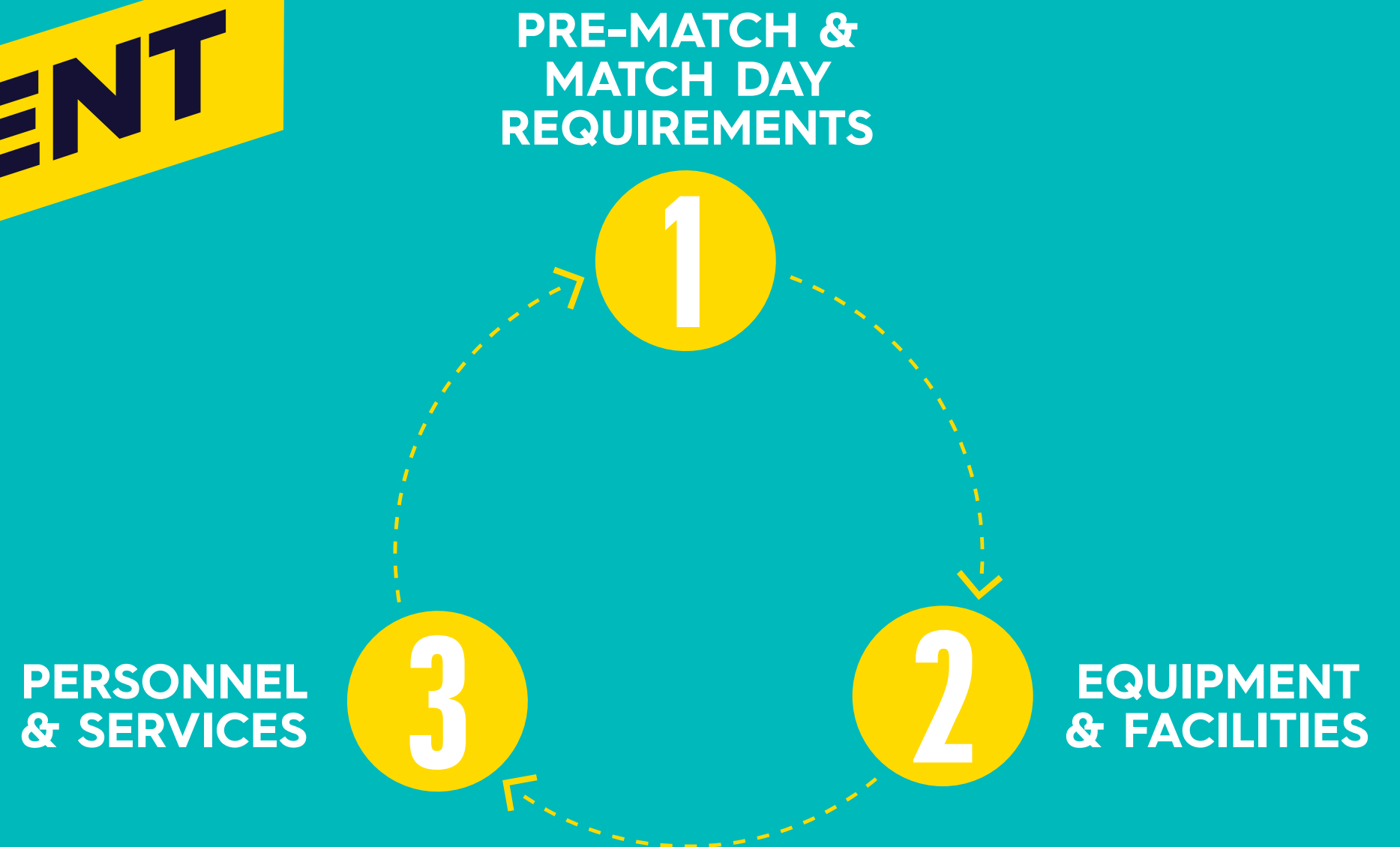


VENUE

FACILITIES
Lights



MATCH MANAGEMENT



THE HOST CITY



ONE BID PER CITY

LOCAL
COUNCIL

VENUE

MAJOR
ASSOCIATION

ANY OTHER PARTY

FOR CONSIDERATION



1

**CONTENT
PACKAGES**



2

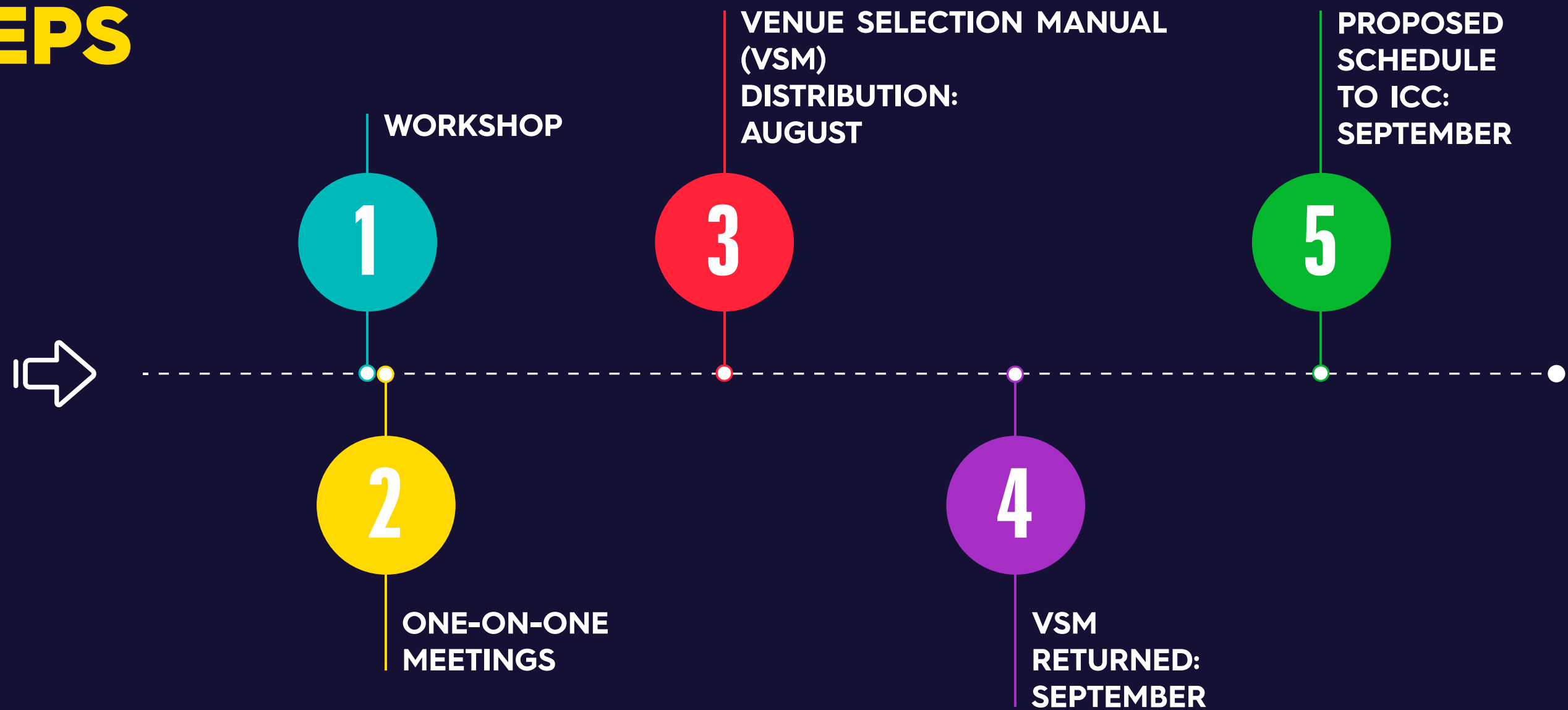
**VENUE
CONSIDERATIONS**



3

**HOST CITY
SUPPORT PACKAGE**

NEXT STEPS



AMY SATTERTHWAITE

NZC WHITE FERNS CAPTAIN



THANK YOU

ICC WOMEN'S WORLD CUP 2021
NEW ZEALAND

RESOLUTION TO EXCLUDE THE PUBLIC**Move/Second**

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

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for passing this resolution
1.1	Confidential Minutes Whangarei District Council 25 July 2019	Good reason to withhold information exists under Section 7 Local Government Official Information and Meetings Act 1987	Section 48(1)(a)
1.2	Amendment to minutes		
1.3	Property Matter		
1.4	Rent Arrears Waiver		
1.5	Property Matter		
1.6	Whangarei Airport Location Update		

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 the relevant part of the proceedings of the meeting in public, are as follows:

Item	Grounds	Section
1.1	For the reasons as stated in the minutes	
1.2	For the reasons as stated in the minutes	
1.3	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
1.4	To enable Council to carry on without prejudice or disadvantage commercial activities	Section 7(2)(h)
	To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)	Section 7(2)(i)
1.5	To enable Council to carry on without prejudice or disadvantage commercial activities	Section 7(2)(h)

	<p>To enable Council to carry on without prejudice or disadvantage negotiations (including commercial and industrial negotiations)</p> <p>To prevent the disclosure or use of official information for improper gain or improper advantage</p>	<p>Section 7(2)(i)</p> <p>Section 7(2)(j)</p>
1.6	<p>To maintain legal professional privilege</p> <p>To enable Council to carry on without prejudice or disadvantage commercial activities</p>	<p>Section 7(2)(g)</p> <p>Section 7(2)(h)</p>

Resolution to allow members of the public to remain

If the council/committee wishes members of the public to remain during discussion of confidential items the following additional recommendation will need to be passed:

Move/Second

"That _____ be permitted to remain at this meeting, after the public has been excluded, because of his/her/their knowledge of Item _____.

This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because _____.

Note: Every resolution to exclude the public shall be put at a time when the meeting is open to the public.