

**I give notice that  
an Ordinary Meeting of Council will be held on:**

<b>Date:</b>	<b>Tuesday, 28 July 2020</b>
<b>Time:</b>	<b>1.00pm</b>
<b>Location:</b>	<b>Council Chamber 107 Heuheu Street Taupō</b>

# **AGENDA**

## **MEMBERSHIP**

**Chairperson** Mayor David Trewavas  
**Deputy Chairperson** Cr Christine Rankin

**Members**

- Cr John Boddy
- Cr Kathy Guy
- Cr Tangonui Kingi
- Cr Kylie Leonard
- Cr John Mack
- Cr Anna Park
- Cr Kevin Taylor
- Cr Kirsty Trueman
- Cr Yvonne Westerman
- Cr John Williamson

**Quorum** 6

**Gareth Green**  
**Chief Executive Officer**

## Order Of Business

<b>1</b>	<b>Apologies</b>	
<b>2</b>	<b>Conflicts of Interest</b>	
<b>3</b>	<b>Confirmation of Minutes</b>	
3.1	Extraordinary Council Meeting - 17 June 2020.....	3
3.2	Ordinary Council Meeting - 30 June 2020 .....	4
<b>4</b>	<b>Policy and Decision Making</b>	
4.1	Exemption of Destination Lake Taupo Limited and Data Capture Systems Limited from being Council Controlled Organisations.....	5
4.2	Contract TDC/1920/317 Tongariro Domain Playground Upgrade.....	8
4.3	Submission on the draft Navigation Safety Bylaw .....	11
4.4	Adopting a draft Transport Strategy for consultation .....	14
4.5	Turangi Turtle Pool - Membership Fees .....	27
4.6	Establishment of Ad Hoc Code of Conduct Committee .....	30
4.7	Electoral System for the 2022 & 2025 Triennial Elections.....	33
4.8	Council Engagements August 2020.....	36
4.9	Receipt of Final Statements of Intent.....	38
4.10	Members' Reports .....	39
<b>5</b>	<b>Confidential Business</b>	
5.1	Continuation of Trustee Appointments to Destination Great Lake Taupo Trust .....	40

**3.1 EXTRAORDINARY COUNCIL MEETING - 17 JUNE 2020**

**Author:** Raeleen Rihari, Democratic Services Support Officer

**Authorised by:** Tina Jakes, Head of Democracy, Governance and Venues

**RECOMMENDATION(S)**

That the minutes of the extraordinary Council meeting held on Wednesday 17 June 2020 (public and confidential portions) be confirmed as true and correct records.

**ATTACHMENTS**

1. Council Meeting Minutes - 17 June 2020
2. Council Meeting Minutes - 17 June 2020 - confidential portion

**3.2 ORDINARY COUNCIL MEETING - 30 JUNE 2020**

**Author:** Shainey James, Democratic Services Officer

**Authorised by:** Tina Jakes, Head of Democracy, Governance and Venues

**RECOMMENDATION(S)**

That the minutes of the Council meeting held on Tuesday 30 June 2020 (public and confidential portions) be confirmed as true and correct records.

**ATTACHMENTS**

1. Council Meeting Minutes - 30 June 2020
2. Council Meeting Minutes - 30 June 2020 - confidential portion

**4.1 EXEMPTION OF DESTINATION LAKE TAUPO LIMITED AND DATA CAPTURE SYSTEMS LIMITED FROM BEING COUNCIL CONTROLLED ORGANISATIONS**

**Author:** Alan Smillie, Group Accountant  
**Authorised by:** Alan Menhennet, Head of Finance and Strategy

**PURPOSE**

To exempt Destination Lake Taupō Limited (DLT) and Data Capture Systems Limited (DCSL) from being Council-Controlled Organisations.

**EXECUTIVE SUMMARY**

Section 7(3) of the Local Government Act 2002 provides for a local authority, by resolution, to exempt a small organisation from being a council-controlled organisation. The benefit of this provision is that in the appropriate circumstances, various accountability requirements are able to be avoided – for example the need to prepare a Statement of Intent and to produce half yearly and annual reports. It is worth noting that any exemption made is revocable at anytime by the local authority and is subject to three-yearly review.

**RECOMMENDATION(S)**

That Council, as provided for by Section 7(3) of the Local Government Act 2002, determines that Destination Lake Taupō Limited and Data Capture Systems Limited be exempted from being Council-Controlled Organisations for a period of 3 years from February 2020.

**BACKGROUND**

In 2006, Council Officers sought and obtained approval from Council for an exemption for DLT from being a Council-Controlled Organisation under the provisions of section 7(3). DLT is a non trading company retained only to protect that name for Councils use. Council Officers believe that the considerations for matters set out in section 7(3) justify this exemption.

In 2007, Council Officers sought and obtained approval from Council for an exemption for DCSL, as the activities of DCSL had been wound down and the company was no longer trading. As such it was deemed appropriate for Council to exempt that company under the provision of section 7(3). DCSL has been retained only to protect the tax losses within that company, as a non trading entity there is no advantage in DCSL being subject to the accountability requirements of a council-controlled organisation.

Both exemptions were reviewed and resolved again in 2010, 2014, and 2017 as part of the 3 year review process.

**DISCUSSION**

Based on the information above it is considered that there are 2 options.

**OPTIONS**

Option 1. ***Exempt DLT & DCSL from being Council-Controlled Organisations***

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Accountability requirements and associated costs are able to be avoided.</li> </ul>	

Option 2. ***Do not exempt DLT & DCSL from being Council-Controlled Organisations***

Advantages	Disadvantages
	<ul style="list-style-type: none"> <li>Increased accountability and cost requirements to the Council</li> </ul>

**Analysis Conclusion:**

As a non-trading entity there is no advantage in DLT or DC SL being subject to the accountability requirements of a Council-Controlled Organisation.

**CONSIDERATIONS****Financial Considerations**

There are no financial implications.

**Legal Considerations**

The proposal has been evaluated with regards to a range of legislation. The key legislation applicable to the proposal has been reviewed and the relevant matters for consideration are as follows:

Section 7(3) of the Local Government Act 2002 provides for a local authority, by resolution, to exempt a small organisation from being a council-controlled organisation.

Authorisations are not required from external parties.

**Policy Implications**

There are no known policy implications.

**Māori Engagement**

Council is bound by various Acts to consult and/or engage with Māori, including a duty to act reasonably and in good faith as a Te Tiriti o Waitangi partner. Equally, Council has a responsibility to develop and proactively foster positive relationships with Māori as key stakeholders in our district, and to give effect to the principles of Te Tiriti o Waitangi including (but not limited to) the protection of Māori rights and their rangatiratanga over tāonga. While we recognise Māori in general, we also need to work side by side with the three ahi kaa / resident iwi of our district.

Although good faith does not necessarily require consultation, it is a mechanism for Council to demonstrate its existence and commitment to working together as district partners. Appropriately, the report author acknowledges that they have considered the above obligations including the need to seek advice, guidance, feedback and/or involvement of Māori on the proposed recommendation/s, objective/s, project/s or service/s outlined within this report.

**Risks**

There are no known risks.

**SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

**ENGAGEMENT**

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

**COMMUNICATION/MEDIA**

No communication/media required.

**CONCLUSION**

It is recommended that Destination Lake Taupō Limited and Data Capture Systems Limited be exempted from being Council-Controlled Organisations.

**ATTACHMENTS**

Nil

**4.2 CONTRACT TDC/1920/317 TONGARIRO DOMAIN PLAYGROUND UPGRADE**

**Author:** Travis Delich, Project Management Advisor

**Authorised by:** Dylan Tahau, Head of Community, Culture and Heritage

**PURPOSE**

This report is to seek approval to go into Contract with Bespoke/Fluhler for construction of the Tongariro Domain Playground Upgrade.

**EXECUTIVE SUMMARY**

TDC went out for Request for Proposal in December 2019. A vendor was chosen to design and construct the Playground on the Tongariro South Domain. Since that time TDC has worked closely with Bespoke to design a playground along with feedback from the community. Now we've completed design we need to sign into a construction contract to carry out the works.

**RECOMMENDATION(S)**

That Council accepts the Tender for Contract TDC/1920/317 for the upgrade of Tongariro Playground submitted by Bespoke/Fluhler for the sum of \$950,000 [excl. GST] \$850,000 of which is in the current Long-term Plan and a further \$100,000 from donations, and authorises His Worship the Mayor and the Chief Executive to sign the Contract Document(s) and attach the Council's Common Seal to them.

**BACKGROUND**

A presentation on playground design has been presented to Council at a workshop on: 23/06/20.

**DISCUSSION**

Money was put into the Long-term Plan to upgrade the playground on the Tongariro Domain. An RFP was put out requesting proposals for a design and build option. Bespoke/Fluhler were selected as the preferred tenderer. We've been working closely with Bespoke to build on the concept design and finalise a design based on community feedback. We presented the design to Council as part of workshop on 23<sup>rd</sup> of June to explain how we'd incorporated community feedback from our survey. Along with the overall vision of the playground.

**TENDERS RECEIVED**

Tender documents were issued for a proposed contract on 03/12/19 Tenders closed on 17/01/20 conforming tenders were received from the following organisations:

- Bespoke Landscape Architects Limited (Auckland)
- Blueline Consulting (Taupo)
- Playco Equipment Limited (Auckland)
- Playground Centre Urban Effects (Wanganui)
- Playground People Limited (Auckland)

Original tender prices ranged from \$635,400 - \$809,771.

The project was estimated at \$850,000 but now includes a further \$100,000 from 100% Lake Taupo Charitable Trust, who have asked for enhanced design on the main centre piece as was noted in the workshop presentation on 23/06/20.

**TENDER EVALUATION**

Tenders were evaluated on a weighted attributes basis. At the time of the tender there was no weighted attribute for "local" however the supply of equipment would not have been something we could have done locally.



## RECOMMENDED CONTRACT PRICE

The tender submitted by Bespoke/Fluhler being \$950,000 over the contract term.

## OPTIONS

Council may choose to accept the preferred tender or not.

If the tender is not accepted;

- A variation to scope could reduce the contract price.
- Further donations could be sought from community partners
- Project would not proceed as planned

## CONSIDERATIONS

### Financial Considerations

The financial impact of the proposal is estimated to be \$950,000, of which \$100,000 will be funded from donation from 100% Great Lake Charitable Trust, with the balance funded by TDC.

#### Long-term Plan/Annual Plan

The expenditure outlined is currently budgeted for as follows:

The Annual Plan 2019/20 allocated \$465k towards this project.

Budget transfers and reallocations from other projects totalling \$385k have been made to this project (as shown below)

Playground improvements	\$60k
Playground softfall rubber improvements	\$40k
District Playground renewals	\$285k

A donation of \$100k from 100% Lake Taupo Charitable Trust towards this project is also expected.

### Legal Considerations

#### Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of [Section 10](#) of the Local Government Act 2002. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. It is considered that social, economic, and cultural well-beings are of relevance to this particular matter.

Authorisations are not required from external parties.

### Policy Implications

There are no known policy implications.

### Risks

There are no known risks.

## SIGNIFICANCE OF THE DECISION OR PROPOSAL

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

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- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;

- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016) and are of the opinion that the proposal under consideration is of low importance.

#### **ENGAGEMENT**

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

#### **COMMUNICATION/MEDIA**

A communications plan has been prepared in consultation with the communications team.

#### **CONCLUSION**

Adopting this resolution gives us the best chance of completing the playground before Christmas 2020.

#### **ATTACHMENTS**

Nil

**4.3 SUBMISSION ON THE DRAFT NAVIGATION SAFETY BYLAW**

**Author:** Nick Carroll, Policy Manager

**Authorised by:** Alan Menhennet, Head of Finance and Strategy

**PURPOSE**

This report seeks Council approval to lodge a submission seeking amendments to the draft Navigation Safety Bylaw being proposed by Waikato Regional Council.

**EXECUTIVE SUMMARY**

Waikato Regional Council is currently seeking submissions on the draft Navigation Safety Bylaw. This presents Council with an opportunity to advocate for a prohibition of swimming in the area of the Aratiatia Rapids. This would align with a recommendation for the coroner following the death of a young woman in 2017. Such a prohibition would make the area safer for visitors as well as local residents.

**RECOMMENDATION(S)**

That Council approves the submission (attached) on Waikato Regional Council's draft Navigation Safety Bylaw.

**BACKGROUND**

Waikato Regional Council is reviewing its Navigation Safety Bylaw<sup>1</sup> and has made a draft available for submissions until 29 July 2020. The bylaw is intended to ensure the safety of all users on the waterways of the Waikato region. It covers all navigable waterways in the region excluding Lake Taupō, which is under the management of the Department of Internal Affairs.

The bylaw sets out the requirements for safe operations for people and includes a range of activities like boating, kayaking and swimming. The Bylaw was last reviewed in 2013 and relatively few amendments are being proposed as part of this review.

**DISCUSSION**

In February 2017 a young woman drowned when she was swimming with friends in the Aratiatia Rapids at the time of a tourist spill from the dam. The Coroner's report<sup>2</sup> identified significant concerns about ongoing swimming activity in the area and strongly recommended that swimming should be prohibited.

There are a range of measures that have been taken to try and increase the safety of people using the area. Signs have been erected, informal access points have been barred and sirens warn of the spill events. Despite these efforts people continue to swim in the area.

The coroner noted that *"the evidence is clear that the group had not experienced anything like this before and had no understanding at all, despite signage and warning signs, as to what they were about to be subject to and the turbulence, force of the water and the washing machines effect on your body if you were in it"*. As a result, the coroner strongly recommended that swimming should be prohibited in the area.

The review of this bylaw provides an opportunity for the Waikato Regional Council to implement the very clear direction of the coroner and prohibit swimming.

**OPTIONS**

Council needs to make a decision on whether to make a submission on the draft bylaw. Officers recommend that a submission is made as a way to advocate for a prohibition on swimming in the area of the Aratiatia Rapids.

<sup>1</sup> A copy of the draft bylaw can be found at <https://www.waikatoregion.govt.nz/assets/WRC/WRC-2019/Navigation-Safety-bylaw-2020.pdf>

<sup>2</sup> File Ref: CSU-2017-ROT-000057 2018 NZCorC 72 05/09/2018

Such a prohibition is likely to save lives in the future, of both visitors to the district as well as local residents.

## **CONSIDERATIONS**

### **Alignment with Council's Vision**

Council's vision is 'to be the most prosperous and liveable district in the North Island by 2022'. This is accompanied by a core set of values to underpin decision-making. Advocating for a prohibition on swimming is likely to save lives and help make the district a safer place for visitors and local residents.

### **Financial Considerations**

There are no financial implications of making a submission.

### **Policy Implications**

The draft bylaw offers an effective mechanism for prohibiting swimming in a dangerous location. It should be seen as one of the tools to be used in conjunction with others such as signs and education of visitors to the area.

### **Māori Engagement**

Council is bound by various Acts to consult and/or engage with Māori, including a duty to act reasonably and in good faith as a Te Tiriti o Waitangi partner. Equally, Council has a responsibility to develop and proactively foster positive relationships with Māori as key stakeholders in our district, and to give effect to the principles of Te Tiriti o Waitangi including (but not limited to) the protection of Māori rights and their rangatiratanga over tāonga. While we recognise Māori in general, we also need to work side by side with the three ahi kaa / resident iwi of our district.

Although good faith does not necessarily require consultation, it is a mechanism for Council to demonstrate its existence and commitment to working together as district partners. Officers do not believe that engagement with Maori or specifically with iwi partners is required before deciding on whether to make a submission.

### **Risks**

The present bylaw review process is the most effective way to implement a prohibition on swimming. If this matter is not considered at this point the Waikato Regional Council may not revisit the bylaw for another 10 years.

A failure to advocate on behalf of the community on this matter could lead to criticism of Council if future injuries or deaths occur in the Aratiatia Rapids.

## **SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long-Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the decision to make a submission on the draft bylaw is of a low level of importance. Ultimately the decision to impose restrictions through the bylaw sits with the Waikato Regional Council.

**ENGAGEMENT**

Officers have discussed the draft submission with Mercury Energy who are responsible for the tourist spills. They were also a party to the coroner's proceedings. They strongly support Council advocating for a prohibition on swimming.

**COMMUNICATION/MEDIA**

Any decision on the control of swimming in the area of the Aratiatia Rapids rests with the Waikato Regional Council. As such, no communication by Council is considered appropriate.

**CONCLUSION**

The review of the Navigation Safety Bylaw provides Council with an opportunity to advocate for a prohibition on swimming in the area of the Aratiatia Rapids. It is recommended that Council take that opportunity and make a submission.

**ATTACHMENTS**

1. Taupo District Council submission on the draft Navigation Safety Bylaw (Waikato Regional Council)

**4.4 ADOPTING A DRAFT TRANSPORT STRATEGY FOR CONSULTATION**

**Author:** Aidan Smith, Policy Advisor

**Authorised by:** Alan Menhennet, Head of Finance and Strategy

**PURPOSE**

This paper seeks Council agreement to commence public consultation on a draft Transport Strategy. Attached to this paper for consideration is:

- a draft Transport Strategy for adoption
- a draft Issues Paper for adoption
- draft communications messages
- a draft engagement plan (including timeframes)

**EXECUTIVE SUMMARY**

A transport strategy is intended to give Council clear direction on priorities for the delivery of the Council's transport services and infrastructure. In particular, it will guide the investigation and development of proposals for capital improvements and service delivery for Council to consider when agreeing work programmes and funding through its triennial *Long-Term Plan*. Clear direction is essential so that proposals put forward for funding align with the Council and community's desired objectives for transport.

Community engagement is critical to the development of a transport strategy. In particular, we want community input and agreement on the priority objectives, for example improving safety, or supporting increased walking and cycling. We also want community input into the key strategic routes and connections that should be a focus, for example rural roads that require safety improvements, intersections that need improving, and walking and cycling routes and road crossings that need improvement. The community holds key information on routes that are of high value to them, deficiencies they have experienced, and opportunities for beneficial improvements.

Council has considered the content of the draft Transport Strategy and issues paper at two workshops (on 2 June and 25 June 2020).

The draft Transport Strategy is a draft for consultation purposes that is subject to change based on community feedback. While its content is subject to change, it should represent an acceptable strategy that Council would be willing to adopt if community feedback is supportive.

The attached communications messages set out the key messages to support community engagement, including:

- the purpose of the Transport Strategy
- its draft content
- why community input is essential
- the areas where we would especially appreciate community input
- the process and timeframes for engagement.

The attached engagement plan sets out the proposed approach and timeframe for engaging with stakeholders and the community, including:

- face to face and community meetings
- online submissions
- Council hearings.

The Transport Strategy has no statutory standing, and there is no statutorily required consultation process. However, the engagement plan reflects the Council's engagement policy, and the intent of getting as much useful feedback and buy-in from the community as possible so that it provides a useful long-term strategic guidance document for Council.

Maps and legends will be improved prior to undertaking consultation.

**RECOMMENDATION(S)**

That Council:

1. adopts the attached draft Issues Paper and draft Transport Strategy for the purpose of undertaking engagement and consultation with the community (subject to minor editing and improving of maps and legends)
2. notes the attached draft communications messages and draft engagement plan, which will be finalised prior to consultation commencing with any input received from Council.

**BACKGROUND**

The draft Transport Strategy has been presented to Council at workshops on 2 June and 25 June 2020. A summary of the feedback from the workshop and subsequent changes are provided in the below table.

Workshop feedback	Changes, or explanation for no change
<b>It will be a challenge to get people to think holistically / beyond just themselves</b>	We will do our best to keep the conversation strategic, and focused on the relative priorities and trade-offs.
<b>We need more for the rural community</b> <b>Freight and cyclists clash on rural roads</b> <b>Electric bikes could increase number of rural road cyclists – e.g. support riding longer distances</b>	<p>Currently, the main focus in rural areas is whether or not roads are fit and safe for today’s (and future) volumes of use. This is a key question we’ll be asking the public. Main measures to address are road safety measures, including widening.</p> <p>Road widening is very expensive. We already have long-term (30 year) programmes in place for Broadlands Rd and Poihipi Rd, and are seeking feedback on other roads for consideration, including Whangamata Rd – but we cannot do them all.</p> <p>A side-effect of road widening is more space and some improved safety for cycling. However, it is very expensive and unrealistic to attempt to improve rural road cycling – unless we can limit it to just one or two and align with other safety concerns, and allow considerable time.</p> <p>We will discuss this issue more with the Taupō East Rural Representative Group, and other rural communities if they raise it.</p>
<b>Overcrowding and kids standing on school buses – this is a safety issues that needs to be addressed now. Please raise this concern with the Ministry of education and/or schools.</b>	We will advocate and formally raise this concern with The Ministry of Education, and seek assurance that school buses are safe. We will share the response with you.
<b>Should we be lobbying for a freight distribution centre?</b>	While we have a fair amount of freight passing through the district, and we are a centre for drivers to stop and rest or swap, there is little freight originating, ending, exchanging or changing in Taupo District (including no rail loading / offloading) that would support Taupo as a distribution hub.
<b>Countdown intersections and people cutting through the carpark</b>	This is an operational issue that we are working with countdown on, in particular as they plan for their development.
<b>Please use consistent language. Preference is the “Great Lake Pathway”</b>	Done.

Workshop feedback	Changes, or explanation for no change
<p><b>Safety measures – number of crashes and fatalities may be required, but they are not useful. Need to include number of minor incidents and near misses.</b></p>	<p>Number of minor crashes and near misses on council roads, and on State highways added (page 32)</p>
<p><b>We should not allow the NZTA to leave unfit roads, e.g. places where trucks in opposite directions cannot even pass.</b></p>	<p>Amended Action 1.1 (page 8) from                      “1.1 We will engage with the NZ Transport Agency for safety improvements on State Highway 1, especially between Turangi and Taupō”                      To                      “1.1 Work in partnership with central government and Waka Kotahi (the NZ Transport Agency) to address unsafe or not fit-for-purpose State highways.”                      Also added detail about concern of trucks being unable to pass in opposite directions.</p>
<p><b>We should have a role in strong advocacy for improved road safety.</b>   <b>We should work with all parties in road safety, not just NZTA (e.g. police, truck operators, etc)</b></p>	<p>Added new action 1.6 (page 10)                      “1.6 Taupo District Council will play an active role in road safety, alongside our road safety partners                      “We will proactively raise concerns and issues that affect our district and engage with our road safety partners (including the Police, the NZ Transport Agency, transport operators, and lawmakers) to improve road safety in Taupō District.”</p>
<p><b>Public transport – we should make sure we have strong input into services if we are paying (rather than WRC calling the shots)</b>   <b>Taupo to Turangi connection is important.</b>   <b>Add in link to aging population</b></p>	<p>Amended Action 2.1 (page 12). Added:                      “Taupō District Council as a co-principle funder of bus services in the district, will have strong input into the provision of public bus services to ensure they meet the needs of our community.”                      “Regular and reliable bus connections from Turangi to Taupō, and Mangakino to Tokoroa are an important focus.”                      “It will also support connectivity for an aging population.”</p>
<p><b>Should we include impact of events on communities, e.g. can we plan and avoid the need to close roads that cut communities off</b></p>	<p>We have not included this aspect in the draft strategy. We consider this should be dealt with as part of operational event planning.</p>
<p><b>For hiking and mountain biking, working with private landowners is also needed. It’s not just DoC and Council.</b></p>	<p>Amended action 3.9 (page 16) to include “and other landowners”.</p>
<p><b>It would be good to gage community views on supporting increased cycling – community may not want more.</b></p>	<p>Consultation is asking for feedback on whether or not people agree with the priorities and commitments, including the proposed 3<sup>rd</sup> ranked priority of supporting increased walking and cycling.</p>



Workshop feedback	Changes, or explanation for no change
<p><b>Electric car charging facilities – these should be commercial or joint ventures, like charging stations at the warehouse.</b></p>	<p>We think that the current text aligns with this intent and haven't made further changes.</p> <p>3.11 (page 16):</p> <p>"We will promote convenient and easy electric vehicle charging carparks, that support visitors coming and enjoying the district.</p> <p>Will ensure there are no undue barriers to market provision of electric vehicle charging facilities and carparks, including facilitating the provision of suitable locations."</p>

Workshop feedback	Changes, or explanation for no change
<p><b>Discussion about supporting a visitor heart, or other vision for Turangi. Discussion noted that there was no standing vision for Turangi’s town centre, and that in large part it would be determined by the landowners, and any future development of the existing mall.</b></p> <p><b>A roundabout should be a priority for the SH1 turnoff to Turangi – creating an entrance, and connecting the community.</b></p>	<p>“Action 4.1 Ensuring our towns are easy and intuitive for visitors” (page 17) remains, and would apply to Turangi.</p> <p>Revised action 4.3 (page 17) to say that we will be responsive to the town’s desires, rather than setting objectives in the strategy:</p> <p>From</p> <p>4.3 Work with private developers, community groups, and the NZ Transport Agency to create an attractive and enticing entrance and visitor heart for Turangi that creates economic opportunities <i>Medium – Long-term</i></p> <p>Priorities are:</p> <ul style="list-style-type: none"> <li>• Attractive and inviting entrance that marks Turangi as a destination and reflects the pride of Turangi.</li> <li>• Visible, intuitive and attractive parking and stopping areas</li> <li>• Obvious and easy links to public toilets, play and picnic green areas, artworks, gardens and other interests</li> <li>• Seamless shopfront connections, that are visible and enticing</li> <li>• Improved links to the Tongariro River Trails</li> <li>• We will work with relevant parties to explore the potential opportunity for bus and shuttle links, where Turangi becomes an entrance point and hub for the Tongariro Crossing and Whakapapa Ski field and gondola.</li> </ul> <p>To (page 17)</p> <p>“4.3 Ensure that Turangi town centre’s road design, public parking, bus parking and walking and cycling connections support social and economic interactions. <i>Medium – Long-term</i></p> <p>“We will work and the NZ Transport Agency to create an attractive and inviting entrance that marks Turangi as a destination and reflects the pride of Turangi.</p> <ul style="list-style-type: none"> <li>• A roundabout on State Highway 1 at Turangi is a priority to support this, and will better connect the community across State Highway 1.</li> </ul> <p>“We will be responsive to any future changes to Turangi town centre that aims to increase social and economic opportunities. Responses may include working with private developers and community groups to:</p> <ul style="list-style-type: none"> <li>• Create visible, intuitive and attractive parking and stopping areas</li> <li>• Create obvious and easy links to public toilets, play and picnic green areas, artworks, gardens and other interests</li> <li>• Create seamless shopfront connections, that are visible and enticing</li> <li>• Create improved links to the Tongariro River Trails</li> <li>• Explore the potential opportunity for bus and shuttle links, where Turangi becomes an entrance point and hub for the Tongariro Crossing and Whakapapa Ski field and gondola.” </li></ul>
<p><b>Parking – ensure that we cater to long-vehicle parking. E.g. on north side of Toi Ohomai an option?</b></p>	<p>Amended 4.4 page 18, to include other areas”</p> <p>“provide sufficient longer vehicle parks in these and other areas for campervans, mini-vans, and cars with trailers, boats and caravans.”</p> <p>The level of need and best places for them will be an ongoing delivery consideration.</p>

Workshop feedback	Changes, or explanation for no change
<p><b>Parking – need to ensure pedestrian friendly links for any parking areas. Pedestrian access across Ruapehu St in-particular can be a challenge</b></p>	<p>Amended 4.4 (page 18) to state, “We will improve walking links and pedestrian crossing opportunities between parking areas and the town centre to make them easy and attractive options.”</p>
<p><b>4.5 (page 18) Is Story Place the best place for a mobility parking hub? This should be discussed with the Taupo Access Group.</b></p>	<p>We will leave this in for now and will have a discussion with Taupo Access Group, when we engage them on the draft strategy, to see if they support this idea or not.</p>
<p><b>5.1 Tourism connections – broaden this out to include Waikato, Bay of Plenty King County</b></p>	<p>Amended 5.1 (page 21):</p> <p>“Priorities are great tourist links:</p> <ul style="list-style-type: none"> <li>• between Taupō and Turangi</li> <li>• to/from the mountains, and the south</li> <li>• to/from Rotorua, and wider Bay of Plenty</li> <li>• to/from Mangakino, the Waikato, and up to Auckland</li> <li>• to/from the Hawke’s Bay”</li> </ul>
<p><b>5.2 – don’t give impression of a Taupo international airport</b></p>	<p>Added “via Auckland”: (page 21)</p> <p>“We will engage with Air New Zealand for improvements to the connection of flights between Taupō and Australia via Auckland to improve our offering as a long-weekend destination (e.g. suitable times and reduced layover in Auckland).”</p>
<p><b>Freight and Logistics</b></p> <p>- including working with truck operators/industry to solve problems (not just NZTA)</p> <p>- Fix wording around “unnecessary” truck travel</p>	<p>Included industry and operators in action 5.6 (page 22)</p> <p>Removed “unnecessary” from Action 5.7 (page 22)</p>
<p><b>We need to put pressure on the NZTA to maintain reliable state highways e.g slips / closures, service levels etc.</b></p>	<p>Added new Action 6.5 (page 23)</p> <p>“We will engage the NZ Transport Agency to ensure that the State highways that connect our district are adequately maintained to be reliable so that service levels, including the number of closures and the time for reinstatement are acceptable.”</p>

Workshop feedback	Changes, or explanation for no change
<p><b>Planning for a second bridge should be medium-long term rather than short term</b></p>	<p>Action of “planning” has been left as “short-term”, however, content has been amended to note that the bridge is not expected in the short term, and will only be considered if need is proven and alternatives have been exhausted (page 24-25):</p> <p>“7.4 Planning for a second Taupō bridge and any other major infrastructure in advance of its need Short – Medium-term</p> <p>Early investigation of options for a second Taupō Bridge at the Taupō Control Gates will determine the preferred location and alignment for a new bridge, as well as associated intersection and road upgrades to accommodate increased flows. The investigation will include solutions that support the shifting of local and through traffic to Titiraupenga St in line with the Taupō Commercial Industrial Structure Plan (CISP).</p> <p>The investigation will also consider options with the objectives of providing a direct link to attract visitors to Tongariro St for parking and stopping.</p> <p>A new bridge will also aim to achieve improved walking and cycling connections, especially for commuters and school students in northern Taupō suburbs.</p> <p>While the building of a second bridge is likely to be a medium to long-term initiative, early planning is required so that options, costs, land, access and Iwi perspectives can be considered and addressed.</p> <p>Planning will be undertaken in advance of need, so that a new bridge can be commenced swiftly, once alternatives have been exhausted and the need is demonstrated.</p> <p>While a second bridge is likely to be a necessary long-term requirement, before committing to a new bridge:</p> <ul style="list-style-type: none"> <li>• an assessment of walking and cycling connections, and rectification of any significant short comings will be undertaken to support increases in walking and cycling, especially for commuting workers and school students, which may delay the need for a second Taupō bridge.</li> <li>• Traffic management initiatives for extreme peaks and events will be undertaken to reduce pressure on the bridge connection, including promoting use of alternative entrances to Taupo, and consideration of possible park and walk / ride options.</li> </ul> <p>Intersection and capacity improvements to receive increased bridge traffic volumes must be undertaken either at the same time as bridge, or prior to its completion.</p> <p>Planning for any other required major infrastructure well in advance of its need will support it being able to be delivered in a timely manner. It will also allow the consideration of funding from population growth through Development Contributions.”</p>
<p><b>The need for a new bridge should be a focus for engagement with Iwi, Mercury and other Stakeholders</b></p>	<p>The current content will form the basis for these discussions – and will be a focus for engagement / consultation.</p>

Other changes / updates since workshop	Changes, or explanation for no change
<p><b>Possibility of future paid parking:</b></p> <ul style="list-style-type: none"> <li>- Not a good time for this conversation given economic uncertainty</li> <li>- But still useful to signal that in the long-term this may be needed, but it is not for the purpose of gaining revenue and the first hour should still be free.</li> </ul>	<p>Amended 4.4 (page 18) to signal that this is far out, and a last resort option:</p> <p>“Paid parking (with the first 60 minutes free) may be considered in the medium – long-term, only if other options to improve parking are exhausted and fail to achieve effective parking rates of less than 85% for much of the year.”</p>
<p><b>New action 7.7 (intersection improvement programme to cater to growth)</b></p>	<p>Note that this is subject to monitoring to confirm true extent of traffic congestion, and exhausting all low-cost alternatives to reduce traffic congestion.</p> <p>Action 7.7 (page 25)</p>
<p><b>Updated action 4.2 (page 17) to reflect recent government announcement of \$20m for Taupo town centre rejuvenation and traffic changes</b></p>	<p>“4.2 Deliver the Taupo Urban Commercial and Industrial Structure Plan (CISP), and its vision of creating multi-use, vibrant town streets that seamlessly link public leisure areas with hospitality and retail offerings</p> <p style="padding-left: 40px;">Short-term (subject to Government funding)</p> <p>Increased traffic flows in Taupō will be accommodated by directing local and through traffic towards and along Titiraupenga St, with road and intersection improvements to support this traffic flow.</p> <p>Gateway treatments will direct and invite visitor and stopping traffic into Tongariro St. Tongariro St will become a slow traffic area to support stopping, parking, pedestrian, economic and social activity.</p> <p>Improved street design and alignment of Lake Tce and Tongariro St can create improved multi-use, vibrant public spaces that seamlessly connect public interest, rest and leisure spaces with town retail and hospitality offerings.</p> <p>Over time improved street design of Ferry Rd and Story Pl will create more intuitive and efficient visitor parking areas, improved pedestrian spaces and links to town, the Tongariro Domain, and the Boat Harbour.”</p>

Other changes / updates since workshop	Changes, or explanation for no change
<p><b>Updated action 7.5 (page 25) to reflect recent government announcement of \$20m for Taupo town centre rejuvenation and traffic changes</b></p>	<p>“7.5 Delivering the Taupō Commercial Industrial Structure Plan (CISP). Short-term (subject to Government funding)</p> <p>First, Titiraupenga St will be improved, including major intersections, to take increased traffic flows with traffic-calming (speed reduction measures) of Tongariro St to make it a stopping, parking, and pedestrian area.</p> <p>Gateway treatments will direct and invite visitor and stopping traffic into Tongariro St. Local and through traffic will be diverted to Titiraupenga St to:</p> <ul style="list-style-type: none"> <li>• access to rear town areas</li> <li>• access carparking areas</li> <li>• continue through town to Spa Rd/Taupō Bridge or Lake Tce.</li> </ul> <p>Traffic lights are likely to be a preferred option for at least one of any new major intersections on Spa Rd, as well as the intersection of Titiraupenga St and Heuheu St, and the intersection of Titiraupenga St and Tamamutu St. This will support identified strategic walking, cycling and high accessibility connections, including:</p> <ul style="list-style-type: none"> <li>• Accessible crossing opportunities between the town centre and:                             <ul style="list-style-type: none"> <li>o suburbs north of Taupō</li> <li>o the Countdown supermarket and shops north of Spa Rd</li> <li>o the medical areas on Heuheu St</li> <li>o Taupo-Nui -a-Tia College (at Tamamutu St).</li> </ul> </li> <li>• School crossing for Taupō Primary School to access the field area next to Toi-Ohomai Institute of Technology.</li> <li>• Pedestrian crossing opportunities to access increased worker parking east of Titiraupenga St.</li> <li>• Commuter cycling access to Taupō town from the north, and east (along Tamamutu St).</li> </ul> <p>Paora Hapi St will be protected as a potential new arterial route. It may become the major arterial connection between and Titiraupenga St and a second Taupō bridge, to be determined through bridge investigation and planning.”</p> <p>See also diagram page 20 (to be tidied up)</p>
<p><b>Monitoring table (pages 32-36)</b></p>	<p>Updated to reflect changes (e.g changed and new actions)</p>
<p><b>Still to be updated</b></p>	<p>Any minor editing, and improvement of maps and legends.</p>

**OPTIONS**

We are seeking Council agreement to adopt the draft strategy and undertake public consultation. You have the choice of either:

- approving the draft strategy for release (including subject to any changes you require)
- not approving, or delaying the release of the draft Transport Strategy for consultation.

We recommend approving the draft Transport Strategy for release, as:

- input from the community is essential to finalising the Transport Strategy
- the transport team needs clear direction as soon as possible so that it can investigate and develop investment proposals for consideration for the next Long-Term Plan, which must be adopted to take effect by 1 July 2021.

Consultation on the draft Transport Strategy would essentially be similar to pre-consultation on the 2021 Long-Term Plan, where the Council and community provide a steer on the main issues and objectives they want explored and have investment options for. Delaying or not consulting on the draft Transport Strategy risks that proposals put forward for consideration through the Long-Term Plan 2021-31 do not meet the Council or community's expectations. As it takes time to investigate and develop investment proposals, it is difficult to address radically different ideas or concerns through the Long-term Plan process. If choosing not to consult we would need to accept or otherwise manage these risks.

Also, a number of stakeholders have been engaged and inputted into the draft Transport Strategy and are expecting an opportunity for further and more formal engagement. If choosing not to consult we would need to manage these expectations.

## **CONSIDERATIONS**

### **Alignment with Council's Vision**

Council's vision is 'to be the most prosperous and liveable district in the North Island by 2022'. This is accompanied by a core set of values to underpin decision-making, the following of which are relevant to this particular proposal: World Class; Authentic; Charming; Vibrant; Quality; Resilient and Value. This vision has underpinned the development and logic of the draft Transport Strategy, including priorities for providing transport networks that are safe, inclusive, support quality connections and lifestyle choices that make Taupo District a great place to live and visit, support vibrancy and social and economic interactions, and improved resilience.

### **Financial Considerations**

Engagement and consultation will be undertaken within baseline funding for policy and communication. Costs primarily consist of staff and Council time.

The draft Transport Strategy has been written to provide direction on future investment. Investment levels and funding commitments will be made through subsequent Long-Term Plans. In many areas there are existing programmes of work, and long-term funding programmes already in place through the 2018 Long-Term Plan, and envisioned in the current 30-year asset management plan. However, the draft Transport Strategy may create the expectation of increased funding for some initiatives which will need to be managed through Long-term Plan processes. The Transport Strategy provides indicative timeframes for delivery of initiatives, which are designed to be flexible enough to be deliverable for a range of funding envelopes. In practice it is intended that the Transport Strategy provides a vehicle for focusing and prioritising resources, and that some elements may not be delivered for some time, or may ultimately be determined to be the least essential.

### **Legal Considerations**

#### Local Government Act 2002

The matter comes within scope of the Council's lawful powers, including satisfying the purpose statement of [Section 10](#) of the Local Government Act 2002. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. The provision of transport networks and services impacts on people's ability to connect (including move goods) and social and economic wellbeing. There are also some environmental impacts, and may be cultural factors.

The Transport Strategy has no statutory standing, and there is no statutorily required consultation process. However, the attached engagement plan reflects the Council's engagement policy, and the intent of getting as much useful feedback and buy-in from the community as possible so that it provides a useful long-term strategic guidance document for Council.

Authorisations are not required from external parties.

### **Policy Implications**

The attached engagement plan has been developed to be consistent with the Council's engagement policy. We have not identified any other relevant Council policies in relation to the decision to consult on the draft Transport Strategy.

The draft Transport Strategy has been developed to be consistent with:

- Council's vision and long-term strategy (as set out in the Long-term Plan 2018-28)

- Council's infrastructure strategy (as set out in the Long-term Plan 2018-28)
- Council's Taupo Urban Commercial and Industrial Structure plan
- Council's TD2050 – Growth Management Strategy
- Central Government's Draft Policy Statement on Land Transport 2021 (which provides direction on priorities for central government funding for transport)
- Central Government's Road to Zero: NZ's road safety strategy 2020-2030 (Dec 2019)
- The Waikato Regional Road Safety Strategy (2017)

### **Māori Engagement**

Council is bound by various Acts to consult and/or engage with Māori, including a duty to act reasonably and in good faith as a Te Tiriti o Waitangi partner. Equally, Council has a responsibility to develop and proactively foster positive relationships with Māori as key stakeholders in our district, and to give effect to the principles of Te Tiriti o Waitangi including (but not limited to) the protection of Māori rights and their rangatiratanga over tāonga. While we recognise Māori in general, we also need to work side by side with the three ahi kaa / resident iwi of our district.

Although good faith does not necessarily require consultation, it is a mechanism for Council to demonstrate its existence and commitment to working together as district partners. Appropriately, the report author acknowledges that they have considered the above obligations including the need to seek advice, guidance, feedback and/or involvement of Māori on the proposed recommendation/s, objective/s, project/s or service/s outlined within this report.

Engagement with Iwi is a specific consideration outlined in the attached draft engagement plan.

### **Risks**

There is potential for the following risks:

- Community or stakeholders do not support elements of the draft Transport Strategy, but rather than engage through the process, disengage and voice their opposition elsewhere leading to reduced confidence in the Transport Strategy and Council.
- Those who support elements of the draft Transport Strategy are not vocal about their support, and these elements are changed or removed due to voiced disagreement, leading to a less effective Transport Strategy.
- Some parts of community or stakeholders, who are interested, are not able to engage due to their limited resources leading to a less effective Transport Strategy.

These risks are being managed through the draft communications plan and draft engagement plan. Staff will do their best to:

- inform all potentially interested parties about the process
- engage with all highly interested groups to explain the draft Transport Strategy and support them to make a submission
- make submissions as easy as possible, including meeting with people or groups, or taking phone calls
- present a concise but representative summary of feedback raised through consultation
- provide all individual feedback in full to be considered
- provide all highly interested people or groups an opportunity to present their submission to Council directly.

### **SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;



- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long-term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is significant as the Transport Strategy is intended to provide clear guidance that will influence the delivery of the Council's transport services and infrastructure, which has the potential to affect a large portion of the community, and be of high community interest.

## **ENGAGEMENT**

As the proposal is considered to be significant, and as community input and buy-in is critical to the development and potential success of a Transport Strategy, comprehensive stakeholder and community engagement is planned. The attached draft engagement plan sets out the details and process for engagement, including:

- potentially interested stakeholders and community members/groups who will be contacted
- engagement/consultation timeframes
- face to face and community meetings
- online submissions
- Council hearings to provide highly interested people or groups an opportunity to present their submission to Council directly.

## **COMMUNICATION/MEDIA**

A communications plan has been prepared in consultation with the communications team. The attached draft communication messages set out the key messages to support community engagement, including:

- the purpose of the Transport Strategy
- its draft content
- why community input is essential
- the areas where we would especially appreciate community input
- the process and timeframes for engagement.

## **CONCLUSION**

We recommend approving the draft Transport Strategy for release, as:

- input from the community is essential to finalising the Transport Strategy
- the transport team needs clear direction as soon as possible so that it can investigate and develop investment proposals for consideration for the next Long-Term Plan, which must be adopted to take effect by 1 July 2021
- Delaying or not consulting on the draft Transport Strategy risks that proposals put forward for consideration through the 2021 Long-Term Plan do not meet the Council or community's expectations.

It is recommended that Council also notes the attached draft communications messages and draft engagement plan, which will be finalised prior to consultation commencing with any input received from Council.

Maps and legends will be improved prior to undertaking consultation.

## **ATTACHMENTS**

1. Draft Transport Strategy for consultation (under separate cover 1) [⇒](#)

2. Draft issues paper for consultation (under separate cover 1) [⇒](#)
3. Draft engagement plan (under separate cover 1) [⇒](#)
4. Draft communications messages (under separate cover 1) [⇒](#)

**4.5 TURANGI TURTLE POOL - MEMBERSHIP FEES**

**Author:** Tina Jakes, Head of Democracy, Governance and Venues

**Authorised by:** Gareth Green, Chief Executive Officer

**PURPOSE**

This item seeks Council's approval to include an additional option for the Turangi Turtle Pool as part of Council's Fees and Charges for 2020/21.

**EXECUTIVE SUMMARY**

Council sets fees and charges annually for various activities and services it provides. When setting the 2020/21 Fees and Charges, Council approved the rollover of the 2019/20 Fees and Charges.

The ability for the Turangi community to have a three, six or twelve month membership at the Turangi Turtle pool is not an option currently available. Membership options would provide a number of benefits to both customers and council and aligns with options provided at the AC Baths.

**RECOMMENDATION(S)**

That Council approves the inclusion of Membership Fees for the Turangi Turtle pool for the 2020/21 financial year.

**BACKGROUND**

Council sets fees and charges annually for various services provided.

**DISCUSSION**

Memberships are currently not available as an option at the Turangi Turtle Pool. The introduction of a three, six and twelve month membership will provide cost saving benefits to regular users of the pool, reduce the requirement for cash handling, digitises the system and align with the offerings provided at the AC Baths.

The same formula used for the AC Baths membership has been applied to the membership pricing structure below.

<b>Membership type</b>	<b>Cost</b>	<b>Formula</b>
<b>Adult (18+ years)</b>		
3 month	\$50.00	10 x casual entry - \$5.00
6 month	\$75.00	15 x casual entry
12 month	\$125.00	25 x casual entry
<b>Child/Student (6-17 years)</b>		
3 month	\$30.00	10 x casual entry - \$3.00
6 month	\$45.00	15 x casual entry
12 month	\$75.00	25 x casual entry
<b>Senior (60+ years)</b>		
3 month	\$40.00	10 x casual entry - \$4.00
6 month	\$60.00	15 x casual entry
12 month	\$100.00	25 x casual entry
<b>Family (2 adults + 1 child)</b>		
3 month	\$130.00	10 x casual entry - \$13.00
6 month	\$195.00	15 x casual entry
12 month	\$390.00	25 x casual entry
12 month	\$325.00	25 x casual entry

Based on this information it is considered that there are two options.

**OPTIONS**

Option 1 – approve the memberships and fee structure for 2020/21.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Cost saving benefits for the customer</li> <li>• Reducing cash handling</li> <li>• Alignment with ACBaths options</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>

Option 2 – do not approve the memberships and fee structure for 2020/21.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• None</li> </ul>	<ul style="list-style-type: none"> <li>• This option would not be available for Turangi pool users</li> </ul>

Analysis of Options

Option one is the preferred option.

**CONSIDERATIONS**

**Alignment with Council’s Vision**

Council’s vision is ‘to be the most prosperous and liveable district in the North Island by 2022’. This is accompanied by a core set of values to underpin decision-making, the following of which are relevant to this consultation document and proposed amendment: World Class; Authentic; Resilient; Charming; Vibrant; Quality; and Value.

**Financial Considerations**

The financial impact of the proposal will be minor.

**Legal Considerations**

Local Government Act 2002

The matter comes within scope of the Council’s lawful powers, including satisfying the purpose statement of [Section 10](#) of the Local Government Act 2002. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. It is considered that social and/ economic are of relevance to this particular matter.

**Policy Implications**

There are no known policy implications.

**Māori Engagement**

Council is bound by various Acts to consult and/or engage with Māori, including a duty to act reasonably and in good faith as a Te Tiriti o Waitangi partner. Equally, Council has a responsibility to develop and proactively foster positive relationships with Māori as key stakeholders in our district, and to give effect to the principles of Te Tiriti o Waitangi including (but not limited to) the protection of Māori rights and their rangatiratanga over tāonga. While we recognise Māori in general, we also need to work side by side with the three ahi kaa / resident iwi of our district.

Although good faith does not necessarily require consultation, it is a mechanism for Council to demonstrate its existence and commitment to working together as district partners. Appropriately, the report author

acknowledges that they have considered the above obligations including the need to seek advice, guidance, feedback and/or involvement of Māori on the proposed recommendations.

**Risks**

There are no known risks.

**SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

**ENGAGEMENT**

The Turangi/Tongariro Community Board are aware of this proposal and are in support. No consultation is required.

**COMMUNICATION/MEDIA**

Information will be included in on the Council website and on social media.

**CONCLUSION**

This item allows Council to approve Membership Fees for the Turangi Turtle pool for the 2020/21 financial year.

**ATTACHMENTS**

Nil

**4.6 ESTABLISHMENT OF AD HOC CODE OF CONDUCT COMMITTEE**

**Author:** Tina Jakes, Head of Democracy, Governance and Venues

**Authorised by:** Brian Fox, Head of Regulatory and Risk

**PURPOSE**

To establish a special *ad hoc* Code of Conduct Committee following an alleged breach of Council's Code of Conduct.

**EXECUTIVE SUMMARY**

At an ordinary Council meeting held on 30 June 2020, Councillor John Boddy used the phrase "n..... in the wood pile". As a result of this, the Chief Executive and 9 councillors lodged complaints under the Council's Code of Conduct. Those complaints have been referred to an independent investigator for preliminary assessment. If the investigator finds that the alleged breach is material, the matter must be referred to a Code of Conduct Committee, the formation of which is the subject of this report.

**RECOMMENDATION(S)**

That Council:

1. Establishes an *ad hoc* Code of Conduct Committee for the purpose of considering an independent investigator's report into the alleged breach of Council's Code of Conduct by Councillor John Boddy at a Council meeting held on 30 June 2020.
2. Appoints Deputy Mayor Councillor Christine Rankin and Messrs Anthony Byett and Danny Loughlin to the *ad hoc* Committee.

**BACKGROUND**

The proposal has not been presented previously.

**DISCUSSION**

At an ordinary Council meeting held on 30 June 2020, Councillor John Boddy used the phrase "n..... in the wood pile". As a result of this, the Chief Executive and 9 councillors lodged complaints under the Council's Code of Conduct.

Council's current Code of Conduct was adopted on 30 January 2020. Clause 12 of the Code of Conduct deals with breaches of the code and sets out principles which will guide any processes for investigating and determining whether or not a breach under the code has occurred. Although complaints may be made to the Mayor, in this instance and as permitted by clause 12.2 of the code, the Mayor has immediately referred the complaints to an independent investigator.

At the time of writing, the independent investigator was in the process of conducting their preliminary assessment in accordance with the Code of Conduct. If the investigator finds the breach is non-material, a Code of Conduct Committee hearing would not be required, however it is recommended that Council establishes a Committee to ensure the matter is dealt with as soon as possible in the event that the investigator finds the breach is material.

Council did establish a Code of Conduct Committee at the beginning of the current triennium, however the membership of that Committee was Mayor and all Councillors, so to ensure impartiality it is recommended that a special *ad hoc* Committee be convened for the purpose of considering this particular matter. Neither His Worship the Mayor, David Trewavas nor Deputy Mayor, Councillor Christine Rankin have lodged complaints against Councillor John Boddy.

It is recommended that the Deputy Mayor, Councillor Christine Rankin be appointed to the Committee along with the two independent members of Council's Risk & Assurance Committee: Messrs Anthony Byett and Danny Loughlin.

Based on this information it is considered that there are 2 options.

**OPTIONS**

Analysis of Options

Option 1 – establish an *ad hoc* Code of Conduct Committee and appoint members at this meeting

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Enables timely consideration of the independent investigator’s report in the event that the alleged breach is found to be material</li> </ul>	<ul style="list-style-type: none"> <li>May not be required</li> </ul>

Option 2 – do not establish an *ad hoc* Code of Conduct Committee but rather wait until the independent investigator’s report has been issued

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>None identified</li> </ul>	<ul style="list-style-type: none"> <li>Time delay if a hearing is required; the matter would have to come to a subsequent Council meeting</li> </ul>

Analysis Conclusion:

While it is open to Council to ‘do nothing’ and wait until the independent investigator’s report is issued, it is recommended that Council establishes a special *ad hoc* Code of Conduct Committee at this meeting to ensure the matter is dealt with in a timely fashion, if the investigator finds a material breach of the code (i.e. Option 1.)

**CONSIDERATIONS**

**Financial Considerations**

The financial impact of the proposal is estimated to be \$Nil

**Legal Considerations**

Local Government Act 2002

The matter comes within scope of the Council’s lawful powers, including satisfying the purpose statement of [Section 10](#) of the Local Government Act 2002. That section of the Act states that the purpose of local government is (a) to enable democratic local decision-making and action by, and on behalf of, communities; and (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future. It is considered that social and / or cultural well-beings are of relevance to this particular matter.

**Policy Implications**

There are no known policy implications. The guiding document is Council’s current Code of Conduct adopted on 30 January 2020 (A2621954).

**Māori Engagement**

Council is bound by various Acts to consult and/or engage with Māori, including a duty to act reasonably and in good faith as a Te Tiriti ō Waitangi partner. Equally, Council has a responsibility to develop and proactively foster positive relationships with Māori as key stakeholders in our district, and to give effect to the principles of Te Tiriti ō Waitangi including (but not limited to) the protection of Māori rights and their rangatiratanga over tāonga. While we recognise Māori in general, we also need to work side by side with the three ahi kaa / resident iwi of our district.

Although good faith does not necessarily require consultation, it is a mechanism for Council to demonstrate its existence and commitment to working together as district partners. Appropriately, the report author acknowledges that they have considered the above obligations including the need to seek advice, guidance, feedback and/or involvement of Māori on the proposed recommendation/s, objective/s, project/s or service/s outlined within this report.

**Risks**

There are no known risks.

**SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016), and are of the opinion that the proposal under consideration is of low importance.

**ENGAGEMENT**

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

**COMMUNICATION/MEDIA**

No communication/media required.

**CONCLUSION**

It is recommended that Council establishes a special *ad hoc* Code of Conduct Committee to consider an independent investigator's report on an alleged breach of Council's Code of Conduct, if the investigator finds that the breach was material.

**ATTACHMENTS**

1. Ad Hoc Code of Conduct Committee draft Terms of Reference



**4.7 ELECTORAL SYSTEM FOR THE 2022 & 2025 TRIENNIAL ELECTIONS**

**Author:** Tina Jakes, Head of Democracy, Governance and Venues

**Authorised by:** Gareth Green, Chief Executive Officer

**PURPOSE**

To determine whether the electoral system to apply for the 2022 and 2025 triennial general elections should change.

**EXECUTIVE SUMMARY**

First Past the Post [FPP] electoral system has been used by Council for the last six elections. However, if Council wishes to make a change, then a resolution to that effect must be made by 12 September 2020. The previous resolution which determined that FPP be used continues in effect until a further resolution is made or a poll of electors is held.

**RECOMMENDATION(S)**

1. That Council in accordance with Section 27 of the Local Electoral Act 2001, the next two triennial general elections and any associated election of the Taupō District Council and Turangi-Tongariro Community Board, viz 2022 and 2025 be held under the First Past the Post [FPP] and
2. That Council does not hold a poll.

**BACKGROUND**

The proposal has not been presented previously.

The Local Electoral Act 2001 provides two electoral systems for local authorities. These are:

- a) First Past the Post (FPP).  
Electors vote by indicating their preferred candidate(s), and the candidate(s) that receives the most votes is declared the winner regardless of the proportion of votes that candidate(s) obtained.
- b) Single Transferable Vote (STV).  
This system is used in district health board elections and by some local authorities. Electors rank candidates in order of preference. The number of votes required for a candidate to be elected (called a quota) depends on the number of positions to be filled and the number of valid votes. The necessary number of candidates to fill all vacancies is achieved first by the counting of first preferences, then by a transfer of a proportion of votes received by any candidate where the number of votes for that candidate is in excess of the quota, and then by the exclusion of the lowest polling candidates and the transfer of these votes in accordance with voters' second and following preferences.

Taupō District Council elections have been held under the FPP system for the last six triennial elections.

**DISCUSSION**

Council does not have to change its current electoral system if it does not wish to as any existing resolution continues in effect until a further resolution is made or a poll of electors is held under Section 33.

The LEA outlines the procedures and requirements for a change in the electoral system. A change can occur in one of the following ways:

- a) A local authority may resolve to change electoral systems for the next two triennial general elections. A resolution to change an electoral system must be made not later than 12 September 2020.

- b) Five percent of electors may demand a poll on a proposal to change the electoral system. A valid demand must be received by 28 February 2020.
- c) A local authority may resolve, no later than 28 February 2020 to hold a poll on a proposal to change the electoral system, irrespective of whether or not one is demanded by electors.

A poll under either b) or c) above must be held by 21 May 2020 for it to apply to the next triennial election. The outcome of any poll applies for the next two triennial elections and any other associated elections.

Notwithstanding a) to c) above, Council is required to give public notice, no later than 19 September 2020 of the right to demand a poll on the electoral system to be used for the next two triennial general elections.

Council resolved in 2014 to continue with the FPP system for the triennial elections in 2016 and 2019. Council now has the opportunity to decide whether or not it wishes to change the electoral system for the 2022 and 2025 triennial elections.

Based on this information it is considered that there are three options (including status quo or do nothing option)

**OPTIONS**

Analysis of Options

Option 1. Change from FPP to STV

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• The voting system would be the same as the Lakes DHB and cause less confusion</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for more invalid votes due to the change and/or lack of understanding by electors</li> </ul>

Option 2. Hold a poll

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Electors would be able to decide the preferred system</li> </ul>	<ul style="list-style-type: none"> <li>• Costs associated with this option</li> </ul>

Option 3. Retain the FPP system

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Electors are used to this system</li> </ul>	<ul style="list-style-type: none"> <li>• The results may not always reflect the wishes of the majority of voters</li> </ul>

Analysis Conclusion:

The retention of the FPP system is the preferred option.

**CONSIDERATIONS**

**Alignment with Council’s Vision**

Council’s vision is ‘to be the most prosperous and liveable district in the North Island by 2022’. This is accompanied by a core set of values to underpin decision-making, the following of which are relevant to this particular proposal: Quality; Resilient and Value.

**Financial Considerations**

The financial impact is estimated to be \$60,000, if Council is required to hold a poll or separately chooses to hold a poll.

The expenditure is currently unbudgeted and would need to be approved by Council.

**Legal Considerations**

This proposal is consistent with the Local Electoral Act 2001 which sets out the process by which Council may determine the electoral system.

**Policy Implications**

There are no known policy implications.

**Māori Engagement**

Council is bound by various Acts to consult and/or engage with Māori, including a duty to act reasonably and in good faith as a Te Tiriti o Waitangi partner. Equally, Council has a responsibility to develop and proactively foster positive relationships with Māori as key stakeholders in our district, and to give effect to the principles of Te Tiriti o Waitangi including (but not limited to) the protection of Māori rights and their rangatiratanga over tāonga. While we recognise Māori in general, we also need to work side by side with the three ahi kaa / resident iwi of our district.

Although good faith does not necessarily require consultation, it is a mechanism for Council to demonstrate its existence and commitment to working together as district partners. Appropriately, the report author acknowledges that they have considered the above obligations including the need to seek advice, guidance, feedback and/or involvement of Māori on the proposed recommendation/s, objective/s, project/s or service/s outlined within this report.

**Risks**

Legal risk if Council does not meet the required timeframes.

**SIGNIFICANCE OF THE DECISION OR PROPOSAL**

Council's Significance and Engagement policy identifies the following matters that are to be taken into account when assessing the degree of significance of proposals and decisions:

- a. The level of financial consequences of the proposal or decision;
- b. Whether the proposal or decision will affect a large portion of the community or community of interest;
- c. The likely impact on present and future interests of the community, recognising Maori cultural values and their relationship to land and water;
- d. Whether the proposal affects the level of service of an activity identified in the Long Term Plan;
- e. Whether community interest is high; and
- f. The capacity of Council to perform its role and the financial and other costs of doing so.

Officers have undertaken a rounded assessment of the matters in clause 11 of the Significance and Engagement Policy (2016) and are of the opinion that the proposal under consideration is of low importance.

**ENGAGEMENT**

Taking into consideration the above assessment, that the decision is of a low degree of significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

**COMMUNICATION/MEDIA**

The decision will be communicated by way a public notice as required by the LEA.

**CONCLUSION**

The FPP electoral system has been used by Council for the last six triennial elections. This system is used by the majority of local authorities and regional councils, is easy to administer and more readily understood by electors, however it might not always reflect the wishes of the majority of voters.

**ATTACHMENTS**

Nil

**4.8 COUNCIL ENGAGEMENTS AUGUST 2020****Author:** Tina Jakes, Head of Democracy, Governance and Venues**Authorised by:** Gareth Green, Chief Executive Officer**Engagements**

ENGAGEMENT	DAY	DATE	TIME
Workshop – 5G (Council Chamber)	Tuesday	4	10am-11.30am
Workshop – Age Friendly District (Council Chamber)	Tuesday	4	11.30am-12.15pm
Presentations to Council – Waikato River Trails, Mangakino Central, Greening Taupō & Kids Greening Taupō, Lakes & Waterways Action Group (Council Chamber)	Tuesday	4	1pm-2pm
District Dog Control Committee induction (Council Chamber)	Tuesday	4	2pm-3pm
Turangi/Tongariro Community Board public forum (Boardroom, Turangi Service Centre)	Wednesday	5	1.30pm-2pm
Turangi/Tongariro Community Board meeting (Boardroom, Turangi Service Centre)	Wednesday	5	2pm-3.30pm
Taupō Airport Authority Committee meeting ( Taupō Airport, ANZAC Memorial Drive)	Monday	10	10.30am-noon
Mangakino/Pouakani Representative Group meeting (Mangakino Service Centre)	Tuesday	11	10am-noon
Council visit to Hirangi Marae	Wednesday	12	8.15am-1.30pm
Turangi/Tongariro Community Board workshop (Boardroom, Turangi Service Centre)	Wednesday	12	2pm-4pm
Workshop – District Plan review (Council Chamber)	Tuesday	18	11am-noon
District Dog Control Committee meeting (Council Chamber)	Tuesday	18	2pm-3pm
Emergency Management Committee meeting (Council Chamber)	Monday	24	11am-12.30pm
Police briefing (closed; Council Chamber)	Tuesday	25	11.30am-noon
Public forum (Council Chamber)	Tuesday	25	12.30pm-1pm
Council meeting (Council Chamber)	Tuesday	25	1pm-4pm
Te Kōpu ā Kānapanapa meeting (Council Chamber)	Wednesday	26	10am-noon

**RECOMMENDATION(S)**

That Council receives the information relating to engagements for August 2020.

**ATTACHMENTS**

Nil

**4.9 RECEIPT OF FINAL STATEMENTS OF INTENT**

**Author:** Jessica Simpson, Economic Relationship Manager

**Authorised by:** John Ridd, Head of Economic Development and Business Transformation

**PURPOSE**

For Council to receive the final Statements of Intent from its Council-Controlled Organisations [CCOs]: Taupō Airport Authority [TAA]; Waikato Local Authority Shared Services [WLASS]; Bay of Plenty LASS [BOPLASS]; and New Zealand Local Government Funding Agency Limited [LGFA].

**DISCUSSION**

The draft SOIs were received by Council at the 26 May 2020 meeting and feedback provided on these at was then passed on to the various CCOs.

The CCOs have considered this feedback and have forwarded the final documents to Council for receipt at this meeting.

To fulfil our legislative requirements under the Local Government Act 2002 Council is obliged to receive these items.

**RECOMMENDATION(S)**

That Council receives the following Final Statements of Intent for the 2020/21 financial year;

- a. Taupō Airport Authority;
- b. Waikato Local Authority Shared Services;
- c. Bay of Plenty Local Authority Shared Services;
- d. Local Government Funding Agency Limited

**ATTACHMENTS**

1. BOPLASS Final 2020/21 (under separate cover 1) [⇒](#)
2. WLASS Final 2020/21 (under separate cover 1) [⇒](#)
3. TAA Final 2020/21 (under separate cover 1) [⇒](#)
4. LGFA Final 2020/21 (under separate cover 1) [⇒](#)

**4.10 MEMBERS' REPORTS**

**Author:** Tina Jakes, Head of Democracy, Governance and Venues

**Authorised by:** Gareth Green, Chief Executive Officer

**PURPOSE**

This item permits members to provide any updates relating to their particular wards or portfolios and report on recent meetings/functions/conferences they have attended as Council's representative. Portfolios are as follows:

- Economic and Business – Deputy Mayor Christine Rankin and Cr Kathy Guy
- Sport and Recreation – Cr Kevin Taylor
- Youth – Cr Anna Park
- Older Persons – Cr John Boddy
- Arts & Culture – Cr Yvonne Westerman
- Environment – Crs John Mack and John Williamson
- Mangakino – Cr Kirsty Trueman
- Community Safety – Crs Tangonui Kingi and Kevin Taylor
- International Relations – Cr Anna Park

No debate and/or resolution is permitted on any of the reports.

**CONCLUSION**

Members' reports will be presented at the meeting for receipt.

**RECOMMENDATION(S)**

That Council receives the reports from members.

**ATTACHMENTS**

Nil

**5 CONFIDENTIAL BUSINESS**

**RESOLUTION TO EXCLUDE THE PUBLIC**

I move that the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the local government official information and meetings act 1987 for the passing of this resolution are as follows:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under Section 48(1) for the passing of this resolution</b>
<p><b>Agenda Item No: 5.1</b> Continuation of Trustee Appointments to Destination Great Lake Taupo Trust</p>	<p>Section 7(2)(a) - the withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p>	<p>Section 48(1)(a)(i)- the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7</p>

I also move that *[name of person or persons]* be permitted to remain at this meeting, after the public has been excluded, because of their knowledge of *[specify]*. This knowledge, which will be of assistance in relation to the matter to be discussed, is relevant to that matter because *[specify]*.