

AGENDA



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MEMBERSHIP: Her Worship the Mayor Rehette Stoltz, Deputy Mayor Josh Wharehinga, Meredith Akuhata-Brown, Bill Burdett, Andy Cranston, Shannon Dowsing, Sandra Faulkner, Larry Foster, Debbie Gregory, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake and Kerry Worsnop.

COUNCIL

DATE: Monday 13 December 2021

TIME: 9:00AM

AT: Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne

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Council

Chairperson:	Mayor Stoltz
Deputy Chairperson:	Cr Wharehinga
Membership:	Mayor and all Councillors
Quorum:	Half of the members when the number is even and a majority when the number is uneven
Meeting Frequency:	Six weekly (or as required)

Terms of Reference:

The Council's terms of reference include the following powers which cannot be delegated to committees, subcommittees, officers or any other subordinate decision-making body which includes:

1. The power to make a rate.
2. The power to make a bylaw.
3. The power to borrow money, or purchase or dispose of assets, other than in accordance with the Long Term Plan.
4. The power to adopt a Long Term Plan, Annual Plan, or Annual Report.
5. The power to appoint a Chief Executive.
6. The power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the Long Term Plan or developed for the purpose of the Local Governance Statement.
7. The power to adopt a remuneration and employment policy.
8. Committee Terms of Reference and Delegations for the 2019–2022 Triennium.
9. The power to approve or change a proposed policy statement or plan under clause 17 of Schedule 1 of the Resource Management Act 1991 (RMA).
10. The power to approve or amend the Council's Standing Orders.
11. The power to approve or amend the Code of Conduct for elected members.
12. The power to appoint and discharge members of Committees.
13. The power to establish a joint committee with another local authority or other public body.

14. The power to make the final decision on a recommendation from the Ombudsman where it is proposed that Council not accept the recommendation.
15. Make those decisions which are required by legislation to be made by resolution of the local authority that are not listed in 1-14 above.
16. Consider any matters referred to it from any of the Committees.
17. Authorise all expenditure not delegated to staff or other Committees.

Note: for 1-7 see clause 32(1) Schedule 7 Local Government Act 2002 and for 8-13 see clauses 15, 27, 30 Schedule 7 of Local Government Act 2002 and section 34A of Resource Management Act 1991

3.1. Confirmation of non-confidential Minutes 30 September 2021

MINUTES

Draft & Unconfirmed



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MEMBERSHIP: Her Worship the Mayor Rehette Stoltz, Deputy Mayor Josh Wharehinga, Meredith Akuhata-Brown, Bill Burdett, Andy Cranston, Shannon Dowsing, Sandra Faulkner, Larry Foster, Debbie Gregory, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake and Kerry Worsnop.

MINUTES of the GISBORNE DISTRICT COUNCIL

Held in Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne on Thursday 30 September 2021 at 9:00AM.

PRESENT:

Her Worship the Mayor Rehette Stoltz, Deputy Mayor Josh Wharehinga, Meredith Akuhata-Brown, Bill Burdett, Andy Cranston, Shannon Dowsing, Sandra Faulkner, Larry Foster, Debbie Gregory, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake and Kerry Worsnop.

IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Lifelines David Wilson, Director Liveable Communities Michele Frey, Director Engagement & Maori Responsiveness Anita Reedy-Holthausen, Chief Financial Officer Pauline Foreman, Chief of Strategy & Science Joanna Noble, Building Services Manager Ian Petty, Cultural Activities Manager Pene Walsh, Senior Policy Advisor Chris Gilmore, Democracy & Support Services Manager Heather Kohn and Committee Secretary Coral Dunn.

Secretarial Note: Michele Frey attended by audio visual link.

The meeting commenced with a prayer.

1. Apologies

MOVED by Cr Stoltz, seconded by Cr Burdett

That the apology from Cr Wharehinga be sustained.

CARRIED

2. Declarations of Interest

There were no interests declared.

3. Confirmation of non-confidential Minutes

3.1 Confirmation of Extraordinary Council Minutes 12 August 2021

MOVED by Cr Burdett, seconded by Cr Sheldrake

That the Minutes of 12 August 2021 be accepted.

CARRIED

3.2 Confirmation of non-confidential Minutes 26 August 2021

Response to questions:

- Council would be advised of the number of summer camping enforcement staff to be employed (Page 12 bullet point nine).
- The planned Waingake Transformation Project planting was on track.

MOVED by Cr Burdett, seconded by Cr Sheldrake

That the Minutes of 26 August 2021 be accepted.

CARRIED

3.3 Action Sheet

Item 12.1 No. 2: Council would be advised when the date was set for the finalisation of the Makaraka Cemetery Headstone Restoration End of Project.

Item 15.1: The draft design for a permanent roundabout replacing the Peel Street traffic lights and ensuring safe pedestrian crossing was coming back for approval. The roundabout would cost less than replacing the lights. Believed this project would fit in with the existing bundle of works but would come back to Council if further funds were required.

3.4 Governance Work Plan

Noted.

4. Leave of Absence

There were no leaves of absence.

5. Acknowledgements and Tributes

There were no acknowledgements or tributes.

6. Public Input and Petitions

6.1 Roger Tichborne, Darrell Naden & David Armstrong - Strip of Foreshore from Te Mawhai to Koutunui

Presentation by Darrell Naden, Roger Tichborne and David Armstrong.

Secretarial Note: Darrell Naden attended by audio visual link.

Response to questions:

- Council had registered its interest in relation to the High Court proceedings and a report would be brought back to Council.
- A meeting would be organised with them to discuss matters going forward.

Secretarial Note: The meeting adjourned at 10am for morning tea and reconvened at 10.18am.

7. Extraordinary Business

MOVED by Mayor Stoltz, seconded by Cr Robinson

That the Council:

1. Accepts late item 21-235 Proposal to Local Government New Zealand to Change Zone Membership.

CARRIED

8. Notices of Motion

There were no notices of motion.

9. Adjourned Business

There was no adjourned business.

10. Committee Recommendations to Council

10.1 21-222 Committee Recommendations to Council - September 2021

It was agreed that Regional Transport Committee 23 September 2021 21-191 Kaiti School Bus Initiative recommendation be changed as outlined below to ensure equity for Turanga secondary school children having access to the school bus.

In response to a question Council was advised that the school bus system and cycleways went hand-in-hand working together to reduce vehicles on the road and providing access to school.

MOVED by Cr Seymour, seconded by Cr Dowsing

That the Council:

1. Adopts the recommendations from the Audit & Risk Committee:
 - a. Approves the revised Credit Card Policy
2. Adopts the recommendations from the Audit & Risk Committee:
 - a. Approves the Draft Insurance Strategy.
 - b. Approves to increase the Wreck Removal Liability Policy to \$10 million and thereafter to increase liability cover in line with shipping volumes in Gisborne's navigable coastal waters.
 - c. Request a further update on the relationship between the Port and Gisborne District Council with respect to insurance and risk responsibilities.
3. Adopts the recommendations from the Regional Transport Committee:
 - a. Explores with other parties in the region funding the extension of the Kaiti School Bus initiative across all secondary school children.

CARRIED

11. Reports of the Chief Executive and Staff for DECISION

11.1 21-194 2020/21 Annual Report and Summary

Presentations by various members of staff.

Discussion included:

- Increase in fly tipping/illegal dumping.
- Providing concessions to encourage public recycling.
- Identifying buildings still to be earthquake strengthened.
- Ratepayers unhappy with spending of rates.
- Diverting waste from landfill and organics from the waste stream.
- Changing legislative environment and what works for our region.

Response to questions:

- Page 47 commentary regarding the Wastewater Treatment Plant Upgrade and Waipaoa Flood Control Climate Change Resilience Project needed to be reversed.
- There had been a wet weather event on 7 July 2021.
- The Council website was being updated regarding river quality data, etc.
- An update about the Tokomaru Bay Playground would be provided to the Operations Committee.
- The Consents section was now fully staffed.

The Mayor and Councillors thanked and congratulated the Chief Executive and her staff for their work.

MOVED by Cr Seymour, seconded by Cr Burdett

That the Council:

1. Adopts the Annual Report and Annual Report Summary for the year ended 30 June 2021 in accordance with s98 of the Local Government Act 2002, subject to minor changes, including formatting, grammatical and typing errors.
2. Signs the Statement of Compliance and Responsibility once adopted.

CARRIED

11.2 21-233 Three Waters Reform

MOVED by Cr Stoltz, seconded by Cr Sheldrake

That the Council:

1. Accepts Supplementary Report 21-223 Three Waters as a Late Item as the information had not come to hand at the time of agenda compilation.

CARRIED

11.3 21-223 Three Waters - Supplementary to Report 21-233 Three Waters Reform

Discussion included:

- Lack of benefit for Tairāwhiti.
- Submission needed to be strong on opting out.
- Support our community and say no.
- No confidence in government's proposal given their incorrect information.
- Government could change the rules at any time to suit themselves.
- The case for change had not been demonstrated.
- The size of the entities proposed were unnecessary.
- Would pay more regardless whether opted in or not.

- Negligent to opt in as savings to our community would be negligible.
- Insufficient information provided.
- Poor justifications given for change.
- Choosing own path and not allow it to be done to us.
- Need to think about achieving the results desired by government.
- Lack of specifics about our issues and priorities eg DrainWise, Wetlands, etc.
- Concerned about where Tairāwhiti would sit in the big picture if the reforms went through.
- Centralisation would never work for our region.
- Document was quiet about unitary authorities who would be denied control of flood protection, etc.
- Government information disregarded the hard fought work establishing relationships with iwi partners.
- Biggest piece missing from the jigsaw was the absence of relationship with mana whenua.
- Staff should be congratulated on the detailed comprehensive information provided to the Minister.
- Governors need to take the lead and not be taken over.
- In principle we need to make a stand.
- The four entities were disrespectful to iwi.
- Blurred information left feeling that we were not being told everything.
- The proposal was unacceptable to the people of Tairāwhiti.
- As one of three of the most remote areas would have things done to us.
- Our submission needs to be definitive and include a conclusion.
- Should not say we agree with the broad outcomes of the 3W Reforms.
- No clarity about what happens next ie. following lodging of submissions where to from here.

In response to a question Council was advised one of the perceived benefits of the reforms related to workforce development as council staff placed in the new entities would be part of a critical mass of competent people that would allow them to grow and develop.

It was agreed recommendations 3, 4 and 6 be amended as outlined below.

MOVED by Cr Seymour, seconded by Cr Burdett

That the Council:

1. Notes the potential benefits of the proposed Water Reforms to the Tairāwhiti region include:
 - Savings to our community.
 - Workforce development (including attraction and retention).
 - Delivering more from Council's Infrastructure Strategy and not restricted by Council/community need to keep rates low.
2. Notes that there are significant concerns and unresolved issues on the proposed Water Reforms and its impact to the Gisborne District including:
 - Governance model, accountability and loss of local voice.
 - Tairāwhiti Iwi engagement and representation.
 - Local Quality service levels.
 - Higher environmental outcome expectations.
 - Loss of economies of Scope, increasing the costs of Council service.
 - Local workforce development.
 - Transfer of assets.
 - Financial impacts.
 - Cumulative impacts of the reforms.
 - Impact of Local Government Funding Agency.
3. Notes that at the time of the report, 626 had completed the community engagement survey. Of this, 93% of the respondents did not agree with Central Government's reform management programme.
4. Resolves to adopt an 'in principle' decision to opt out of the Three Waters Reforms Programme.
5. Supports a potential alliance with the Hawkes Bay Councils should their request for a Hawkes Bay entity be approved by Central Government.
6. Approves the Council's submission to Government on the Three Waters Reforms Programme (attached page 80) subject to any amendments arising from the discussion and recommendation 4 and 5 above.

CARRIED

Secretarial Note: The meeting adjourned for lunch at 12.15pm and reconvened at 1.00pm.

11.4 21-189 Establishment of Water Security Programme

Response to questions:

- A package for landowners regarding building water storage on their land could be incorporated across both resource management and science workstreams.
- Matokotoki Aquifer was over allocated and had reduction targets set in the Waipaoa Catchment Plan programme.
- Te Hapara Sands Aquifer had issues with saline intrusion.
- The programme included working with industry.
- Talking about improving industry water use through efficiency eg. water recycling, etc.
- Water meter installation, included in Year 7 of the LTP, would drive efficiency.
- The proposed work programme on page 338 was not included in the LTP as the programme had not been developed at that time.
- Leakages and losses amounted to 14% of the annual water produced.
- Water losses occurred through water main breakages, evaporation at dam sites, etc.
- A much bigger and more detailed table captured the work in alternative use and disposal within the water services.
- It was intended to clearly and succinctly link and align this strategy with the spatial plan and the freshwater plan.

MOVED by Cr Akuhata-Brown, seconded by Cr Worsnop

That the Council:

1. Endorses further development and actioning of the water security work programme (Attachment 1).

CARRIED

11.5 21-147 Draft Traffic and Parking Bylaw 2021 for Consultation

Response to questions:

- Implementation of bylaws depended on circumstances such as whether more research and/or consultation was needed to prepare the resolution paper.
- Marlborough and Ruapehu had included heavy vehicle user charges to fund local roads in their bylaw.
- Wheeled recreational devices:
 - Included e scooters and skateboards.
 - Were banned in the red area shown on the map on page 354.

- Storage of vehicles on roads:
 - Understood this covered storage on roads across a wider range of commercial activities.
 - Would seek legal advice as to whether it could be applied to private individuals.
 - Business customers would be excluded from the bylaw.
- Damage to roads did not include litter.
- Parking restrictions were included in bylaws around the country.
- Parking on cycleways had turned into a legal sandpit and enforcement on the State Highway was being discussed with Waka Kotahi, however the bylaw does allow enforcement regarding parking on cycleways on our roads.
- Although Council had resolved route restrictions (page 351), redesignating Bushmere Road to State Highway 2 for heavy traffic purposes would require a new resolution being proposed.
- Paragraphs 11-15:
 - These were known issues, however Council was unable to do anything about them when complaints were received.
 - The proposed change to the bylaw would provide a mechanism to respond to complaints.
 - Wording, aligned to that standardised across the country, updated the new bylaw from that of 2011.
- The purpose of the parking revenue table on p357 was to show changes to parking restrictions within the urban area which had a significant impact on revenue.
- Further lockdowns would impact on future revenue.
- Parking restrictions would be reactivated in Level 1.
- The Land Transport Act allowed Councils to make changes to resolutions for time bound parking in residential areas only.
- A review of the Passenger Transport Network was included in the Land Transport Plan would look at climate change mitigation through encouraging use of public transport.

MOVED by Cr Dowsing, seconded by Cr Akuhata-Brown

That the Council:

1. Determines that the proposed draft Traffic and Parking Bylaw 2021:
 - a. is in the most appropriate form of the bylaw; and
 - b. does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
2. Adopts the Draft Statement of Proposal including the Draft Traffic and Parking Bylaw 2021 for consultation using the special consultative procedure.

CARRIED

11.6 21-199 Procurement Policy - Climate Change Amendments

Senior Policy Advisor Dr Magnus Abraham-Dukuma was congratulated on receiving his PhD.

MOVED by Cr Faulkner, seconded by Cr Worsnop

That the Council:

1. Adopts the proposed changes to the Procurement Policy and Procurement Rules.

CARRIED

11.7 21-210 Update of Council Delegations

MOVED by Cr Dowsing, seconded by Cr Sheldrake

That the Council:

1. Agrees to make the delegations and revocations specified in the Instrument of Delegation in Attachment 1 to this report.
2. Agrees the Mayor can sign the Instrument of Delegation in Attachment 1 of this report to confirm the delegations have been made.
3. Revokes section 3.1 of the Governance Structure and Terms of Reference, entitled "Sustainable Tairāwhiti / Toitū Tairāwhiti", and replaces it with the new section 3.1 in Attachment 2.

CARRIED

12. Reports of the Chief Executive and Staff for INFORMATION

12.1 21-221 Regional Futures

Response to questions:

- Issues were to be reported to the Minister in October 2021 following regional discussions, another report was expected prior to the 2022 elections and the final in 2023.
- Page 449 paragraph 57 outlined Kaianga Ora's current delegated powers.

MOVED by Cr Dowsing, seconded by Cr Seymour

That the Council:

1. Notes the contents of this report.

CARRIED

13. Mayor, Deputy Mayor and Elected Members Reports for INFORMATION

13.0 21-235 Proposal to Local Government New Zealand to Change Zone Membership

MOVED by Cr Stoltz, seconded by Cr Akuhata-Brown

That the Council:

1. Instructs the Chief Executive to formally write to Local Government New Zealand requesting a Zone Two and Three boundary change to be considered.

CARRIED

14.0 PUBLIC EXCLUDED BUSINESS

Secretarial Note: These Minutes include a public excluded section. They have been separated for receipt in Section 14 Public Excluded Business of Council.

15.0 READMITTANCE OF THE PUBLIC

MOVED by Cr Stoltz, seconded by Cr Cranston

That the Council:

1. Re-admits the public.

CARRIED

16. Close of Meeting

There being no further business, the meeting concluded at 3.02pm.

Rehette Stoltz

MAYOR

3.2. Confirmation of Extraordinary Council Minutes 4 November 2021

MINUTES

Draft & Unconfirmed



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MEMBERSHIP: Her Worship the Mayor Rehette Stoltz, Deputy Mayor Josh Wharehinga, Meredith Akuhata-Brown, Bill Burdett, Andy Cranston, Shannon Dowsing, Sandra Faulkner, Larry Foster, Debbie Gregory, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake and Kerry Worsnop.

MINUTES of the EXTRAORDINARY COUNCIL

Held in Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne on Thursday 4 November 2021 at 9:00AM.

PRESENT:

Her Worship the Mayor Rehette Stoltz, Deputy Mayor Josh Wharehinga, Meredith Akuhata-Brown, Bill Burdett, Andy Cranston, Shannon Dowsing, Sandra Faulkner, Larry Foster, Debbie Gregory, Isaac Hughes, Tony Robinson, Pat Seymour, Terry Sheldrake and Kerry Worsnop.

IN ATTENDANCE:

Chief Executive Nedine Thatcher Swann, Director Lifelines David Wilson, Director Internal Partnerships James Baty, Chief of Strategy & Science Joanne Noble, Democracy & Support Services Manager Heather Kohn and Committee Secretary Coral Dunn.

Secretarial Note: Meeting adjourned at 9.01am and reconvened at 9.18am.

The meeting commenced with a prayer.

1. Apologies

There were no apologies.

2. Declarations of Interest

There were no interests declared.

3. Confirmation of non-confidential Minutes

3.1 Confirmation of non-confidential Minutes 6 October 2021

MOVED by Cr Sheldrake, seconded by Cr Burdett

That the Minutes of 6 October 2021 be accepted.

CARRIED

4. Leave of Absence

There were no leaves of absence.

5. Acknowledgements and Tributes

There were no acknowledgements or tributes.

6. Public Input and Petitions

There were no public input or petitions

7. Extraordinary Business

There was no extraordinary business.

8. Notices of Motion

There were no notices of motion.

9. Adjourned Business

9.1 21-259 Tairāwhiti Resource Management Plan Governance Options

Response to questions:

- Should the recommendation below be approved next steps included continuing discussions with mana whenua regarding expectations, terms of reference, delegations, etc.
- Exact number of committee members was still to be decided, however the workshop suggested a committee larger than the Wastewater Management Committee.
- The list of key attributes for committee members was set out on page 21 paragraph 28.
- Although required training needed to be worked through it would include good decision-making and everyone receiving the same foundation level of understanding.
- While some work had been done more in-depth and complex work would occur next year.
- Currently on track for the February options analysis, however confirming the committee by the end of this year might be ambitious.
- It was noted that whilst committee members might take part in Commissioner training, they would not be able to sit on a Hearing Panel.

MOVED by Cr Wharehinga, seconded by Cr Dowsing

That the Council:

1. Agrees to establish a new Co-Governance Committee with mana whenua to oversee the review of the Tairāwhiti Resource Management Plan subject to further discussion and confirmation from mana whenua.

CARRIED

10. Committee Recommendations to Council

10.1 21-248 Committee Recommendations to Council - October 2021

In response to a question Council was advised allocation of emergency road works, including that mentioned by Cr Burdett, was contingent on the recommendations below being approved.

MOVED by Cr Seymour, seconded by Cr Burdett

That the Council:

1. Adopts the recommendation from the Sustainable Tairāwhiti Committee:
 - a. Approves \$15.1m emergency roading reinstatement work that arose from June 2020 and July 2020 adverse weather events noting that 88% of the work will be funded from Waka Kotahi.
 - b. Approves \$1.8m from the Financial Assistance Rates Reserve to fund the local share (12%) of the total \$15.1m emergency roading reinstatement work.
2. Adopts the recommendation from the Civil Defence Emergency Management Group:
 - a. Agrees on Option 1 – Lytton West Reserve as the preferred location of the Emergency Coordination Centre.

CARRIED

11. Reports of the Chief Executive and Staff for DECISION

11.1 21-251 Representation Review Final Proposal

Discussion included:

- As Council decision was split it would fall to the Commission deciding.
- Concerns about establishing Tairāwhiti Rural Wards needed to be noted.
- Voting at large was the preferred recommendation.
- Another recommendation be moved that met the interest of building consensus and letting it be judged by those who set the rules.
- STV suited rural ward representation as well.
- Commission had previously stated nine councillors at large were not sufficient for a unitary authority.
- Rural community said they wanted rural input retained.
- At the end of the day, it came down to ratepayers feeling they were heard and understood.
- Rural voice needed to be a land-based person.
- Principles of fair and effective representation.
- A general at large ward provided access to all ratepayers.

- Did not have to be a farmer to know about rural issues or make region-wide decisions.
- Staff reports were pan regional and therefore captured the rural perspective.
- Creation of two rural seats would deprive parts of our region with full democracy and fair representation.
- STV would provide the fairest representation and comprehensive form of democracy.
- The proposed system could be changed in six years if it failed to deliver fair and equitable representation.

Response to questions:

- While the Commission made the final call Council had to decide the final proposal as this would be the basis on which people could object.
- There was a right of appeal through the High Court.

Secretarial Note: The meeting adjourned for morning tea at 10.04am and reconvened at 10.38 am.

Discussion continued:

- Understanding rural issues was very important.
- The different perspectives around the table needed to be maintained.
- Rural communities wanted to retain the existing system given the scale of impending legislative change.
- Farming and township communities did not operate in silos but across a web.
- Two rural seats would require the effort of the whole table to do the work required.
- Diversity at the table was needed to highlight information missed or omitted in staff reports.
- STV would take care of all community interests.
- Gisborne District Council had been dominated by rural non-Maori representatives since its inception which was not representative of the region's population.
- Council was entering a new era of local government in more ways than one.
- Voting at large would serve the region best.
- Hexton, where half the general voting electorate lived, had a different profile to the Coast and other communities of interest.
- Sticking point was simply that all rural areas were not a single community of interest.
- At large general and Maori wards provided the fairest approach for voters wanting a greater choice and voting for multiple candidates.
- There would be at least two rural councilors under an at large system.
- Eight voices representing rural would be far better than just a total of two.

- Risk was a part of change.
- Landowner voices had been the loudest because of the fear of change.
- Councillors representing the region and would act in the best interests of all constituents.
- Under STV ratepayers would vote their preferred candidate from the rural areas.
- Information reinforced the importance of having a simple at large system.

MOVED by Cr Foster, seconded by Cr Robinson

That the Council:

1. Council resolves, pursuant to section 19N and clauses 1 and 2 of Schedule 1A of the Local Electoral Act 2001 to adopt, as its Final Proposal for the review of representation arrangements for at least the 2022 triennial elections the following:
 - a. Gisborne District Council comprise, in addition to the mayor (elected at-large), 13 councillors being five Māori ward councillors and eight general ward councillors.
 - c. No community boards be established.
 - d. The number of Māori ward councillors complies with Schedule 1A of the Local Electoral Act 2001.
 - e. Notes the reason the total number of councillors is proposed to remain at 13 is to give effect to the workload of a unitary authority and to provide effective representation of Gisborne District communities of interest (ensuring accessibility to a large and diverse area made up of populated towns and villages and sparsely populated areas).
 - f. Instructs the Chief Executive to prepare the Final Proposal for the appeals period.
 - g. Instructs the Chief Executive to issue a public notice that informs the public of the Final Proposal as adopted and the opportunity to make an appeal on the Final Proposal from 8 November 2021 to 10 December 2021.
 - h. Instructs the Chief Executive to formally advise the Local Government Commission that iwi also wish to speak in support of the Final Proposal.

CARRIED

Secretarial Note: The resolutions in 1b were taken separately.

MOVED by Cr Foster, seconded by Cr Robinson

That the Council:

1. Council resolves, pursuant to section 19N and clauses 1 and 2 of Schedule 1A of the Local Electoral Act 2001 to adopt, as its Final Proposal for the review of representation arrangements for at least the 2022 triennial elections the following:
 - b. The Gisborne District be divided into two wards with one consisting of the following:
 - Tairāwhiti Māori Ward (represented by five councillors) comprising the whole area of the district as delineated on Plan LG-028-2016-W-1 deposited with the Local Government Commission as shown in Attachment 2.

Vote By Division

FOR

Cr Akuhata-Brown
Cr Burdett
Cr Cranston
Cr Dowsing
Cr Hughes
Cr Gregory
Cr Faulkner
Cr Foster
Cr Robinson
Cr Seymour
Cr Sheldrake
Cr Stoltz
Cr Wharehinga
Cr Worsnop

AGAINST

UNANIMOUS

MOVED by Cr Foster, seconded by Cr Robinson

That the Council:

1. Council resolves, pursuant to section 19N and clauses 1 and 2 of Schedule 1A of the Local Electoral Act 2001 to adopt, as its Final Proposal for the review of representation arrangements for at least the 2022 triennial elections the following:
 - b. The Gisborne District be divided into two wards with one consisting of the following:
 - Tairāwhiti General Ward (represented by eight councillors) comprising the whole area of the district as delineated on Plan LG-028 2016-W-1 deposited with the Local Government Commission as shown in Attachment 3.

VOTE BY DIVISION

FOR

Cr Akuhata-Brown

Cr Cranston

Cr Dowsing

Cr Gregory

Cr Foster

Cr Robinson

Cr Sheldrake

Casting vote by Mayor Stoltz

AGAINST

Cr Burdett

Cr Hughes

Cr Faulkner

Cr Seymour

Mayor Stoltz

Cr Wharehinga

Cr Worsnop

LOST

Secretarial Note: A new resolution was moved and as the Final Proposal differed from the Initial Proposal and resulted in changes to f. and g., the entire recommendation outlined below replaces the previous carried motions put by Cr Foster and Cr Robinson.

MOVED by Cr Seymour, seconded by Cr Burdett

That the Council:

1. Council resolves, pursuant to section 19N and clauses 1 and 2 of Schedule 1A of the Local Electoral Act 2001 to adopt, as its Final Proposal for the review of representation arrangements for at least the 2022 triennial elections the following:
 - a. Gisborne District Council comprise, in addition to the Mayor (elected at-large), 13 councillors being five Māori ward councillors and eight general ward councillors.
 - b. The Gisborne District be divided into three wards consisting of the following:
 - Tairāwhiti Māori Ward (represented by five councillors) comprising the whole area of the district as delineated on Plan LG-028-2016-W-1 deposited with the Local Government Commission as shown in Attachment 2.
 - Turanganui City General Ward (represented by six councillors) comprising the area of the district shown in the tabled Attachment (Gisborne City).
 - Tairāwhiti Rural General Ward (represented by two councillors) comprising the area of the district shown in the tabled Attachment (balance of the district).
 - c. No community boards be established.
 - d. The number of Māori ward councillors complies with Schedule 1A of the Local Electoral Act 2001.
 - e. Notes the reason the total number of councillors is proposed to remain at 13 is to give effect to the workload of a unitary authority and to provide effective representation of Gisborne District communities of interest (ensuring accessibility to a large and diverse area made up of populated towns and villages and sparsely populated areas).
 - f. Instructs the Chief Executive to prepare the Final Proposal for the appeals and objections period.
 - g. Instructs the Chief Executive to issue a public notice that informs the public of

the Final Proposal as adopted and the opportunity to make an appeal or an objection on the Final Proposal from 8 November 2021 to 10 December 2021.

- h. Instructs the Chief Executive to formally advise the Local Government Commission that iwi also wish to speak in support of the Final Proposal.

VOTE BY DIVISION

FOR

Cr Burdett
Cr Hughes
Cr Faulkner
Cr Seymour
Mayor Stoltz
Cr Wharehinga
C Worsnop

AGAINST

Cr Akuhata-Brown
Cr Cranston
Cr Dowsing
Cr Gregory
Cr Foster
Cr Robinson
Cr Sheldrake

Casting vote by Mayor Stoltz

CARRIED

11.2 21-238 Gisborne Holdings Limited 2021 Annual General Meeting and Appointment of Shareholder Proxy

MOVED by Cr Seymour, seconded by Cr Sheldrake

That the Council:

1. Notes the 2021 Annual Report and Financial Statements for Gisborne Holdings Limited.
2. Appoints the Mayor as Proxy for the Annual General Meeting of Gisborne Holdings Limited to be held at 5.30pm 9 November 2021 at Waikanae Surf Lifesaving Club.
3. Instructs the Proxy to vote as follows:
 - a. To receive, consider and adopt the annual report, including the financial statements and the audit report thereon, for the year ended 30 June 2021.
 - b. To approve the dividend recommended by the Directors.
 - c. To confirm the appointment of Ernst & Young as agents for the Office of the Auditor General to act as the Company's auditor for the ensuing year in accordance with section 70 of the Local Government Act 2002, and to authorise the directors to fix their remuneration.
 - d. To approve the Directors recommendation for the directors' fee pool to remain at \$200,000 for the ensuing year.
 - e. To deal with any other business that may properly be brought before the meeting.

CARRIED

12. Close of Meeting

There being no further business, the meeting concluded at 11.31am.

Rehette Stoltz

MAYOR

3.3. Action Register

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
30/06/21	12.1	21-97 Chief Executive's Report on Council Activities June 2021	Completed	<ol style="list-style-type: none"> 1. Provide details to ensure Council's support and ownership of Te Kahu Patu Kaikiri. 2. Provide a report on the Makaraka Cemetery Headstone Restoration End of Project. 	Anita Reedy-Holthausen, Wiremu Tamati-Smith	<p>16/08/2021 Anita Reedy-Holthausen</p> <p>1. Kahui Patu Kaikiri - Action item dealt with in the Chief Executive's report.</p> <p>Wiremu Tamati</p> <p>2. Makaraka Cemetery Headstone Restoration End of Project: Makaraka Houhoupiko Cemetery Reinstatement of Headstones Project is now complete. In 1982 some 90 headstones were buried in a trench at the cemetery. In April 2018 these were uplifted and in December 2020 these were reinstated by Gisborne Monumental Masons, Bay Stonecraft and Stonehaven Memorials & Granite Supplies (87 headstones and pieces of headstones could be uplifted and reinstated). Final arrangements are being made to bless the headstones and thank all those people who participated in the Project with a good news story.</p>	19/08/21
26/08/21	11.3	21-185 Update on Wastewater Treatment Plant Stage 2 Upgrade	Completed	Provide Council with the budgets for Stage 1 and Stage 2.	David Wilson	<p>11/10/2021 Gael Anderson</p> <p>David Wilson provided budget update on Wastewater Treatment Plant Stage 2 at Council Meeting (Public Excluded) on 30 September.</p>	17/09/21
26/08/21	15.2	Additional Action Items	Completed	<p>Chief Executive's Activity Report:</p> <p>Update Council on public toilets along with the agreed Tokomaru Bay public toilet site, and include this in the township upgrade consultation.</p>	De-Arne Sutherland, Michele Frey, Wiremu Tamati-Smith, Zoe Toombs	<p>13/09/2021 De-Arne Sutherland</p> <p>Engagement with Tokomaru Bay community on the Tokomaru Bay Wharf toilet will occur at the community hui at the end of September 2021. Other public toilet projects are progressing as funding/ resources become available.</p>	23/09/21

Meeting Date	Item No.	Item	Status	Action Required	Assignee/s	Action Taken	Due Date
30/09/21	11.1	21-194 2020/21 Annual Report and Summary	In progress	Provide an update to the Operations Committee regarding the Tokomaru Bay Playground.	De-Arne Sutherland		11/11/21
30/09/21	11.5	21-147 Draft Traffic and Parking Bylaw 2021 for Consultation	In progress	Storage of Vehicles on Roads: This applies across a wider range of commercial activities however would seek legal advice as to whether it could be applied to private individuals.	Chris Gilmore		23/11/21
30/09/21	17.1	Additional Action Items	Completed	Provide Council with the number of summer camping enforcement staff to be employed (Council Agenda 30 September page 12, bullet point 9).	Kate Sykes	23/11/2021 Kate Sykes As of 23/11/21 the number of FTE is 1.2.	23/11/21
30/09/21	17.3	Additional Action Item	In progress	Public Input and Petitions - Roger Tichborne, Darrell Naden & David Armstrong - Strip of Foreshore from Te Mawhai to Koutunui Report to be brought back to Council with regard to the High Court proceedings. Arrange a meeting to discuss matters going forward.	Dianne Fenn		23/11/21

3.4. Governance Work Plan

Council

December 2021

Additional meetings or workshops may be scheduled to discuss Council's position on a range of matters as and when required.

13 December

DECISION Reports

- Committee Recommendations to Council – November 2021
- Temporary Alcohol Bans, December 2021 to January 2022
- Confirmation of the 2022 Council and Committee Meeting Schedule
- Draft Traffic and Parking Bylaw 2021: Draft Resolution Register
- Town Beach Clean-up Request for OPEX
- Public Bus Transport Contracts Extension

INFORMATION Reports

- Tairāwhiti Resource Management Plan - Remove Minimum Car Parking Provisions
- Deputation of Ngā Hapū o Tokomaru
- Makorori Beach Management Plan Update
- Chief Executive Activity Report September-November 2021

ELECTED MEMBERS Report

- Te Maruata

PUBLIC EXCLUDED Report

- Gisborne Holdings Limited Director Appointment December 2021

WORKSHOP

- Potential Sites for Community Housing

10. Committee Recommendations to Council



GISBORNE
DISTRICT COUNCIL

21-262

Title: 21-262 Committee Recommendations to Council - November 2021
Section: Democracy & Support Services
Prepared by: Heather Kohn - Democracy & Support Services Manager
Meeting Date: Monday 13 December 2021

Legal: No

Financial: No

Significance: **Low**

Report to COUNCIL for decision

PURPOSE

The purpose of this report is for Council to approve recommendations from the Operations Committee.

SUMMARY

Hearings Committee 22 November 2021

21-247 Draft Traffic and Parking Bylaw 2021

2. Recommends that Council:

- a. Determines that the proposed draft Traffic and Parking Bylaw 2021:
 - I. is the most appropriate way of addressing the perceived problem.
 - II. is in the most appropriate form of bylaw; and
 - III. does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
- b. Makes the Traffic and Parking Bylaw 2021.
- c. Revokes sections 17, 32 and the appended map in the Public Places Bylaw 2015.
- d. Resolves to:
 - I. Not Include Proposal 11, Heavy Vehicle Route Restrictions in the Resolution Register at this time but to add Awapuni Road and Ormond Road routes at this time.
 - II. Include Proposal 12, Inner Harbour Parking Controls, in the Resolution Register.
 - III. Include Proposal 13 One-way System over Titirangi, in the Resolution Register.
 - IV. Include Proposal 14 Permitting Wheeled Recreational Devices in the Gisborne CBD, in the Resolution Register.
 - V. Include Proposal 15, Cycle Lane Restrictions, in the Resolution Register.
 - VI. Resolves to include a clause allowing Council to restrict or prohibit vehicles on unformed legal road and beaches.
 - VII. Notes the strong recommendation from Makorori residents that it be given priority.

Audit & Risk Committee 23 November 2021

21-224 Woody Beach Debris Across Tairāwhiti – Addressing the Short-Term Problem and Establishing a Long Term Council Position

1. Recommends that Council:
 - a. Notes the short-term approach to dealing with woody debris this summer, and associated costs, noting these costs are unbudgeted.
 - b. Endorses the development of a formalised Woody Debris Emergency Response Plan (note this would be an annex to the overarching Flood Response Plan).
 - c. Approves proceeding with a methodology to address the medium to long-term woody debris issue.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

1. **Adopts the recommendations from the Hearings Committee:**
 - a. **Determines that the proposed draft Traffic and Parking Bylaw 2021:**
 - I. **is the most appropriate way of addressing the perceived problem.**
 - II. **is in the most appropriate form of bylaw; and**
 - III. **does not give rise to any implications under the New Zealand Bill of Rights Act 1990.**
 - b. **Makes the Traffic and Parking Bylaw 2021.**
 - c. **Revokes sections 17, 32 and the appended map in the Public Places Bylaw 2015.**
 - d. **Resolves to:**
 - I. **Not to Include Proposal 11, Heavy Vehicle Route Restrictions, in the Resolution Register at this time but to add Awapuni Road and Ormond Road routes at this time.**
 - II. **Include Proposal 12, Inner Harbour Parking Controls, in the Resolution Register.**
 - III. **Include Proposal 13 One-way System over Titirangi, in the Resolution Register.**
 - IV. **Include Proposal 14 Permitting Wheeled Recreational Devices in the Gisborne CBD, in the Resolution Register.**
 - V. **Include Proposal 15, Cycle Lane Restrictions, in the Resolution Register.**
 - VI. **Resolves to include a clause allowing Council to restrict or prohibit vehicles on unformed legal road and beaches.**
 - VII. **Notes the strong recommendation from Makorori residents that it be given priority.**

1. **Adopts the recommendations from the Audit & Risk Committee:**
 - a. **Notes the short-term approach to dealing with woody debris this summer, and associated costs, noting these costs are unbudgeted.**
 - b. **Endorses the development of a formalised Woody Debris Emergency Response Plan (note this would be an annex to the overarching Flood Response Plan).**
 - c. **Approves proceeding with a methodology to address the medium to long-term woody debris issue.**

Authorised by:

James Baty - Director Internal Partnerships

ATTACHMENTS

1. Attachment 1 - Hearings Committee Decision Draft Traffic Parking Bylaw 2021 [**10.1.1** - 3 pages]
2. Attachment 2 - Traffic and Parking Bylaw 2021 as Recommended by Hearings Committee [**10.1.2** - 21 pages]

Keywords: recommendations to Council, Hearings Committee, draft traffic and parking bylaw

MINUTE/DECISION



P O Box 747, Gisborne, Ph 867 2049 Fax 867 8076

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MEMBERSHIP: Councillors Pat Seymour (Chair), Josh Wharehinga and Larry Foster

MINUTES of HEARINGS COMMITTEE

Held in Te Rūma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne on Monday 22 November 2021 at 9am

PRESENT:

Commissioners - Councillors Seymour (Chair), Josh Wharehinga, and Larry Foster.

IN ATTENDANCE

Nedine Thatcher-Swann (for part of the meeting), Cr Sandra Faulkner, Senior Policy Advisor Chris Gilmore, Principal Advisor Integrated Strategy Charlotte Knight and Committee Secretary / Executive Assistant Denise Williamson.

SUMMARY

The recommendations contained within this report have come from a process started in March 2020, paused due to COVID-19, workshopped with Council in August 2020 and consulted with the community.

The 105 submissions to this Hearing were considered and 13 submitters attended in person - two attended by Zoom.

Feedback submission presentations were primarily around:

- a. The safety of beach users and the protection of biodiversity on beach and dunes, in particular Makorori Beach.
- b. The need for a culture change to protect cyclists as the district seeks to encourage more children and adults to use cycles as an active transport mode. The need to protect the elderly and less mobile in the face of 'wheeled recreational devices' on the footpaths in the CBD.
- c. The issues around heavy transport on neighbourhoods through the city.

1. A number of submitters raised the issues of Makorori Beach, the speed of vehicles on the beach, the danger to children and families using the beach and the degradation of the dunes as a result of vandalism and speed.
2. Grant Vincent for Gisborne Tairāwhiti Forest and Bird supported banning cars from many of the district's beaches in an effort to protect beach biodiversity; he noted Makorori, Kaiti Beach and Pouawa to the Marine Reserve as potential priority locations.
3. In respect of the potential rerouting of heavy vehicles from Ormond Road to SH2 Awapuni Road, a number of submitters raised several issues. Former District Councillor David Scott raised historical planning work that he was witness to from the time of the East Cape United Council. The preference at that time was for King Road over Harper Road and strengthening work undertaken in preparation for using King Road.
4. Eastland Wood Council [EWC] represented by Mr Phillip Hope acknowledged Gisborne District Council and the establishment of a roading forum for future volume planning purposes. EWC support the user pays system reflecting volume and frequency but want to see the use of calculations and analysis in determining road user rates fair and equitably.
5. In respect of the heavy traffic route EWC provided figures indicating the additional driving time and kms travelled if trucks were to be routed from Waimata Valley to SH2 and along Awapuni Road. Mr Hope advised that the industry is mindful of their carbon emissions and that drivers are concerned about schools along the routes. It was noted that Mangapapa School is set back from Ormond Road whereas there are two other schools on the proposed route.

EWCs submission noted the imbalance and wellbeing and equity issues if the bylaw took traffic off one main route, the burden would be directed to residents on Awapuni Road.

6. Waka Kotahi supported the removal of heavy traffic from local roads but raised concerns that there are two schools on the proposed Awapuni Road route. They also indicated that they had concerns around environmental impacts and safety concerns at intersection SH2 / Main Road Makaraka, SH2 / Harper Road, SH2 / SH35 Jolly Stockman SH35 Childers Road and the lack of funding allocation.
7. A letter from Waka Kotahi to Gisborne District Council in March 2020, referred to in the Waka Kotahi submission, was tabled for the panel. It outlined issues around funding for intersection planning and upgrades should the Council plan to remove heavy vehicles from Ormond Road. Waka Kotahi advised that there are no plans for any improvements over the 21-24 NLTP [National Land Transport Plan] but advised they were keen to work with Council on planning in the next development of the NLTP.
8. Chris Teo–Sherrell for Living Street Aotearoa provided feedback on the issues of concern they have on the shared pathway concept for walking and cycling. Living Streets prefer to see separate spaces and are mindful that older and disabled people often find walking is the only way they can get around and there are already a number of obstacles when they are out walking. Walking is an important way of connection in their communities. Concerns were also expressed at the removal of the ban on E-scooters and skateboards etc from the CBD. The organisation advocated for the CBD to be a slow zone and a relaxed place.
9. The panel are keen to see that monitoring of the behaviours of any new mobility devises in the CBD is maintained for the protection of all footpath users.

10. Having considered all the submissions and the officer's feedback following the submissions the Hearings Panel make the following recommendations.

1. Notes that the Resolution Register, reflecting the recommendations of this Committee will be presented in a separate report to Council with the revised Traffic and Parking Bylaw 2021 for consideration.
2. Recommends that Council:
 - a. Determines that the proposed draft Traffic and Parking Bylaw 2021:
 - I. is the most appropriate way of addressing the perceived problem.
 - II. is in the most appropriate form of bylaw; and
 - III. does not give rise to any implications under the New Zealand Bill of Rights Act 1990.
 - b. Makes the Traffic and Parking Bylaw 2021.
 - c. Revokes sections 17, 32 and the appended map in the Public Places Bylaw 2015.
 - d. Resolves to:
 - I. Not include Proposal 11, Heavy Vehicle Route Restrictions in the Resolution Register at this time but to add Awapuni Road and Ormond Road routes at this time.
 - II. Include Proposal 12, Inner Harbour Parking Controls, in the Resolution Register.
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 - IV. Include Proposal 14 Permitting Wheeled Recreational Devices in the Gisborne CBD, in the Resolution Register.
 - V. Include Proposal 15, Cycle Lane Restrictions, in the Resolution Register.
 - VI. Resolves to include a clause allowing council to restrict or prohibit vehicles on unformed legal roads and beaches.
 - VII. Notes the strong recommendation from Makorori residents that it be given priority.



Pat Seymour
CHAIR

Te Ture ā-rohe Waka me ngā Tūnga Waka o Te Tairāwhiti 2021

(Tairāwhiti Traffic and Parking Bylaw 2021)

Made by Gisborne District Council

Resolution of Council dated ___ of _____ 2021

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1. Title

This bylaw is the Tairāwhiti Traffic and Parking Bylaw 2021.

2. Commencement

This bylaw comes into force on 13 December 2021

3. Application

This bylaw applies to all roads under the care, control and management of Gisborne District Council.

Related information:

This bylaw does not apply to State Highways except to the extent to which the Council holds delegated powers from Waka Kotahi NZ Transport Agency to make bylaws regulating certain matters on the State Highways in the region under the following instruments of delegation:

Delegation to Gisborne District Council relating to Stationary Vehicle Offences on State Highways

4. Interpretation

(1) In this bylaw, unless the context otherwise requires –

Act means the Land Transport Act 1998 and the regulations and the rules under that Act.

class of vehicle means groupings of vehicles defined by reference to any common feature and includes:

- vehicles by type, description, weight, size or dimension,
- vehicles carrying specified classes of load by the mass, size or nature of such loads,
- vehicles carrying no fewer or less than a specified number of occupants,
- vehicles used for specified purposes,
- vehicles driven by specified classes of persons,
- carpool and shared vehicle, and
- vehicles displaying a permit authorised by the Council.

Council means the Gisborne District Council and includes any person authorised by the Council to act on its behalf.

cycle has the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

cycle path has the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

driver has the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

emergency vehicle has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.

enforcement officer means –

- any person who has been appointed as an enforcement officer by the Council under the Local Government Act 2002; or
- any person who is an enforcement officer under the Land Transport Act 1998.

footpath has the same meaning as in clause 1.6 of the Land Transport (Road User) Rule 2004.

grass berm is the area behind a kerb which is laid out in grass.

immobilised vehicle means any vehicle that cannot be moved on its own because it is mechanically not able to be moved or has a wheel or wheels missing from the vehicle.

motor vehicle has the same meanings as in section 2(1) of the Land Transport Act 1998.

motorhome means any vehicle designed or converted to be used for human habitation, whether self-contained or not, and includes a caravan, campervan, or house truck.

owner has the same meanings as in section 2(1) of the Land Transport Act 1998.

parking has the same meanings as in section 2(1) of the Land Transport Act 1998.

parking machine means a parking meter or other device that is used to collect payment in exchange for parking a vehicle in a particular place for a limited time.

parking place means a place (including a building or a road) where vehicles, or any class of vehicles, may stop, stand, or park.

person conducting a business or undertaking has the same meaning as in section 17 of the Health and Safety at Work Act 2015.

road has the same meanings as in section 2(1) of the Land Transport Act 1998.

roadway has the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

shared path means a cycle path, a cycle track, a footpath, or some other kind of path that may be used by some or all or of the following persons at the same time –

- cyclists
- pedestrians
- riders of mobility devices
- riders of wheeled recreational devices.

shared zone means a length of roadway intended to be used by pedestrians and vehicles (including cyclists).

special vehicle lane has the same meanings as in clause 1.6 of the Land Transport (Road User) Rule 2004.

standing means stopping:

- (a) for the purpose of picking up or setting down passengers, or, in the case of a small passenger service vehicle stand, for the purposes of waiting for hire; and
- (b) while a vehicle remains attended by the driver at all times.

traffic management plan means a document describing the design, implementation, management and removal of temporary traffic management measures (such as signs and road cones) while an activity or event is taking place within the road or adjacent to and affecting the road. This includes plans prepared for one-off events and generic plans to cover activities carried out frequently.

transport station has the same meaning as in section 591(6) of the Local Government Act 1974 and generally means a place where transport-service vehicles may wait between trips, and all buildings and facilities associated with the use of that place.

wheeled recreational device means a vehicle that is

- (a) a wheeled conveyance (other than a cycle that has a wheel diameter exceeding 355 mm) and that is propelled by human power or gravity; and
- (b) includes a conveyance to which are attached one or more auxiliary propulsion motors that have a combined maximum power output not exceeding 300 W.

vehicle has the same meanings as in section 2(1) of the Land Transport Act 1998.

zone parking has the same meaning as in Part 2 of the Land Transport Rule: Traffic Control Devices 2004.

zone parking area means an area where zone parking applies.

- (2) Any undefined words, phrases or expressions used in this bylaw have the same meaning as in the Act unless the context plainly requires a different meaning.
- (3) The Interpretation Act 1999 applies to the interpretation of this bylaw.
- (4) Related information is for information purposes only, does not form part of this bylaw, and may be inserted or changed by the Council at any time without amending the bylaw.

5. Purpose

- (1) The purpose of this bylaw is to set out the requirements for parking and control of vehicular or other traffic on any road or area under the care, control or management of the Council.

6. Resolutions made under this Bylaw

- (1) A resolution may be made under this bylaw –
- (a) to regulate, control or prohibit any matter or thing generally, or for any specific classes of case, or in a particular case; or
 - (b) that applies to all vehicles or traffic or to any specified class of vehicles or traffic using a road; or
 - (c) that applies to any road or part of a road, greenspace adjoining the road, building or transport station under the care, control or management of the Council; or
 - (d) that applies at any specified time or period of time.
- (2) The Council may subsequently amend or revoke any resolution made under this bylaw at any time.

Related information:

Related information: All resolutions made under this clause by the Council will be recorded in a register which will be available to the public on Council's website and on request.

The Council will determine whether further consultation is required in relation to a proposed resolution, on a case-by-case basis.

Part 1: Parking

7. Stopping, standing, and parking

- (1) The Council may by resolution –
 - (a) prohibit or restrict the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or
 - (b) limit the stopping, standing or parking of vehicles on any road to any class of vehicles.
- (2) Any prohibition, restriction or limitation may be subject to such conditions as the Council thinks fit.
- (3) A person must not stop, stand or park a vehicle on any road in contravention of a prohibition, restriction or limitation made by the Council.

Related information:

Examples of restrictions include:

- prohibiting parking on any roads (“No Stopping”)
- prohibiting heavy motor vehicles from parking on roads in residential areas
- prohibiting trailers and motorhomes from parking in certain locations (for example, next to slipway entrances)
- providing for bus stops, taxi stands and loading zones.

8. Parking places, parking buildings, transport stations and zone parking areas

- (1) The Council may by resolution –
 - (a) designate an area to be a zone parking area and the restrictions that apply in that zone parking area (“zone parking controls”); and
 - (b) reserve any area of land or any road or any part of a road or any building or any part of a building owned or under the care, management or control of the Council to be a parking place or a transport station, subject to restrictions; and
 - (c) specify the vehicles or classes of vehicle that can use or must not use a parking place or transport station or zone parking area; and
 - (d) prescribe the restrictions that apply including (without limitation) the times, manner and other conditions for the parking of vehicles or classes of vehicles in a parking place or transport station or zone parking area; and
 - (e) prescribe any charges to be paid for the use of a parking place or transport station or in a zone parking area; and

- (f) prescribe the manner by which parking charges may be paid by the use of parking machines or in any other specified manner; and
 - (g) make provision for the efficient management and control of a parking place or transport station or zone parking area.
- (2) Any restrictions that apply to a zone parking area, do not apply in locations within that zone parking area where other specific stopping, standing or parking restrictions apply.
- (3) Where the Council has prescribed a fee for parking in a parking place or transport station or zone parking area, any person parking there must –
- (a) pay the fee without delay and in the manner so prescribed; and
 - (b) if a parking receipt or parking coupon, in paper form, states that it must be displayed in or on the vehicle, display the parking receipt or parking coupon in accordance with the instructions printed on it.
- (4) A person must not park a vehicle in a parking place or transport station or zone parking area in contravention of any prohibition or restriction made by the Council.

Related information:

This clause provides for both on-street and off-street parking that is subject to restrictions. Examples of restrictions include prescribing:

- the number and location of parking spaces
- parking spaces that can only be used by boat trailers when restrictions apply and the length of those restrictions
- parking charges and the method of payment for those charges.

If the Council designates an area as a zone parking area, the parking restrictions in that zone may apply to several roads. Parking zones can apply in areas where people using vehicles within the area can reasonably be expected to be aware of the application of the parking restriction to the area, without the need for signs at each intersection within the area.

The Gisborne District Council Freedom Camping Bylaw 2021 imposes further restrictions on overnight camping in vehicles.

9. Temporary discontinuance of a parking place

- (1) If an enforcement officer or parking warden is of the opinion that any parking place should be temporarily discontinued as a parking place, the enforcement officer or parking warden may authorise the placement of a sign or other controls that sufficiently indicates "No Stopping" at such parking place.
- (2) If an enforcement officer or parking warden is of the opinion that any parking place should be temporarily discontinued as a parking place, except for the use by specified vehicles or classes of vehicle, the enforcement officer or parking warden may authorise the placement of a sign or other controls that sufficiently reserves parking, stopping or standing provisions for specified vehicles or classes of vehicles at such parking place.

Related Information:

From time to time, the Council may need to temporarily discontinue parking places and use those places for other temporary activities. For example, temporary bus stops, temporary bus lanes, and construction activity spaces.

- (3) No person may –
 - (a) stop or park a vehicle at a parking place affected by a sign or other traffic controls under subclause (1); or
 - (b) stop or park a vehicle at a parking place affected by a sign or traffic control under subclause (2) unless that person is specifically authorised by a enforcement officer or parking warden or complies with any specified condition by the sign or traffic control.
 - (c) remove any signs or traffic controls authorised under subclauses (1) or (2).

10. Residents' parking

- (1) The Council may by resolution reserve any specified parking place or places as –
 - (a) a residents' only parking area for the exclusive use of persons who reside in the vicinity; or
 - (b) a residents' exemption parking area for the use of persons who reside in the vicinity.
- (2) The Council may by resolution prescribe –
 - (a) any fees to be paid annually or in any other specified manner, for the use of a residents' parking area or a residents' exemption parking area; and
 - (b) the manner by which any such fees may be paid for the use of a residents' parking area or a residents' exemption area; and
 - (c) which parking, stopping and standing restrictions permit holders are exempt from within a residents' exemption parking area.

- (3) Any person who parks a vehicle in a residents' only parking area must pay the prescribed residents' parking permit fee and display a current approved residents' parking permit so that it is clearly visible.
- (4) To be exempt from parking restrictions, including parking charges, any person who parks a vehicle in a residents' exemption parking area must pay the prescribed residents' parking permit fee and display a current approved residents' parking permit so that it is clearly visible.
- (5) A person must not park a vehicle in a residents' parking area in contravention of a prohibition or restriction made by the Council under this clause.

11. No parking on certain parts of the road

- (1) A person must not stop, stand or park a motor vehicle, wholly or partially, on that part of any road which is laid out as a cultivated area, being a garden or grass berm.
- (2) A person must not stop, stand or park, wholly or partially, a motor vehicle on that part of any road which has been separated from the roadway by a kerb that is a paved or other surfaced landscaped area, with or without a planted area, and whether or not it is designed for use by pedestrians.
- (3) A person may stop, stand or park a motor vehicle in contravention of sub-clauses (1) and (2) if-
 - (a) that part of the road is designed and constructed to accommodate a parked vehicle; or
 - (b) it is done so in accordance with a written permit issued by the Council.
- (4) Clause 6.2(2) of the Land Transport (Road User) Rule 2004 applies to this clause, and clause 6.2(1) of that Rule does not apply.

12. Motorhomes, immobilised vehicles and trailers

- (1) No person may park a motorhome, immobilised vehicle or trailer, whether or not the trailer is attached to another vehicle, on any road for a continuous period exceeding seven days, unless it is in accordance with a written permit issued by the Council.
- (2) Parking on any road for a continuous period exceeding seven days in sub-clause (1) includes parking on any road within 500 metres of the original parking place, at any time during the seven days.

Related Information

The restriction on the parking of trailers to a maximum of seven days continuous period is consistent with Rule 6.19 of the Land Transport (Road User) Rule 2004.

13. Storage of vehicles on road

- (1) A person conducting a business or undertaking who is storing a vehicle in connection with the activity of the business or undertaking must ensure the vehicle is not stored on a road.
- (2) Subclause (1) does not apply if the storage is in accordance with a written permit issued by the Council.

Related Information:

In order to constitute storage in connection with the activity of a business or undertaking, the activity must involve the vehicle itself. For example, a panel-beater or a mechanic parking their customers' vehicles in the street adjacent to their premises, or a car dealer who parks vehicles for sale on the street. This clause is not intended to restrict customers parking on the street while visiting a business premises.

14. Parking for display or sale

- (1) A person must not stop, stand or park a vehicle on any road or parking place –
 - (a) for the purpose of advertising a good or service to be provided elsewhere; or
 - (b) for the purpose of offering the vehicle for sale – unless the vehicle is being used for day-to-day travel.
- (2) Subclause (1) does not apply where the stopping, standing or parking of the vehicle is in accordance with a written permit issued by the Council.

15. Working on vehicles

- (1) No person may stop, stand or park any vehicle on any road to carry out repairs unless those repairs are of a minor but urgent nature.

Part 2: Traffic Movement Restrictions

16. One-way roads

- (1) The Council may by resolution specify any road or part of a road where vehicles must travel in one specified direction only.
- (2) No person may drive a vehicle in a manner that contravenes a restriction made under this clause.

17. Left or right turns and U-turns

- (1) The Council may by resolution prohibit or restrict turning movements, including –
 - (a) vehicles or classes of vehicles on any road from turning to the right, or to the left, or from proceeding in any other direction; and
 - (b) vehicles turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn) on specified roads.
- (2) Any resolution made under this clause may specify the hours or days of the week that a restricted turning movement may be made (if any).
- (3) A person must not turn a vehicle to the left, or to the right, or perform a U-turn, or proceed in any other direction on any road where the Council has prohibited or restricted such movements.

18. Special vehicle lanes

- (1) The Council may by resolution prescribe a road, or a part of a road, as a special vehicle lane.
- (2) Any resolution made under this clause must specify, as the case may be –
 - (a) the type of special vehicle lane; and
 - (b) the hours of operation of the special vehicle lane (if any) when it is restricted to specific classes of vehicles.
- (3) A person must not use a special vehicle lane contrary to any restriction made by the Council under this clause.

19. Engine braking

- (1) The Council may by resolution prohibit or restrict engine braking on any road where the permanent speed limit does not exceed 70km/h.
- (2) A person must not use engine braking on any road in contravention of a prohibition or restriction made by the Council under this clause.

20. Control of vehicles on roads

- (1) The Council may by resolution prohibit or restrict, subject to such conditions as the Council thinks fit, any specified class of traffic or any specified motor vehicles or class of vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads.
- (2) A person must not use a vehicle on a road, or any part of a road, contrary to a prohibition or restriction made by the Council under this clause.

Related information:

Under this clause, the Council could, for example, prohibit:

- Heavy motor vehicles (including those transporting stock) from using certain roads in the City, or
- Cycles from using busy roads in the City.

21. Shared zones

- (1) The Council may by resolution specify any road or part of a road to be a shared zone.
- (2) Any resolution made under this clause may specify —
 - (a) whether the shared zone may be used by specified classes of vehicles
 - (b) the days and hours of operation of the shared zone (if they differ from 24 hours per day, 7 days per week) and
 - (c) any other restrictions on how the shared zone is to be used by the public, including how traffic and pedestrians will interact.
- (3) Except where the Council has by resolution specified otherwise, no person may stand or park a vehicle in a road or part of a road specified as a shared zone.
- (4) A person using a shared zone must not contravene a restriction made by the Council under this clause.

Related Information:

All resolutions made under this clause by the Council will be recorded in a register which will be available to the public on Council's website and on request.

22. Shared paths

- (1) The Council may by resolution —
 - (a) determine the length, route and/or location of a shared path, and
 - (b) determine priority for users on a shared path.
- (2) No person may use a shared path in a manner that contravenes a restriction made by the Council under this clause.

23. Restricting vehicles on unformed roads and beaches

- (1) The Council may by resolution restrict the use of motor vehicles on an unformed legal road or a beach for the purposes of protecting the environment, or the road and adjoining land, or the safety of road users.
- (2) A person must not use a motor vehicle on an unformed legal road or beach contrary to a restriction made by the Council under this clause.

Part 3: Interference with the road, traffic, or pedestrians

Related Information

Section 357 of the Local Government Act 1974 provides for a number of offences where a person encroaches on a road or damages a road without permission. For example, a person commits an offence where he or she, without permission, "encroaches on a road by making or erecting any building, fence, ditch, or other obstacle or work of any kind upon, over, or under the road, or by planting any tree or shrub thereon". It is open to the Council to bring enforcement action under this section or use the Council's other enforcement remedies under the Local Government Act 2002.

24. Temporary use of legal road

- (1) A person must not undertake an activity that may affect the normal operating conditions of a road, unless it is in accordance with a written permit issued by the Council.
- (2) Activities that may affect the normal operating conditions of a road include, but are not limited to —
 - (a) holding an event
 - (b) constructing or altering a vehicle crossing
 - (c) undertaking any earthworks on the road
 - (d) placing any object on the road
 - (e) any activity described in s 357(1) of the Local Government Act 1974 (which describes activities which constitute offences if undertaken without the Council's authority).

- (3) A permit issued by the Council may include any conditions the Council considers appropriate, including a condition requiring a bond for the performance of any one or more conditions the Council considers appropriate.

Related information:

The type of permit required will depend on the activity being undertaken. For example, a Corridor Access Request must be submitted to obtain a permit for digging, drilling, resurfacing, or doing any other activity that will alter, or cause the alteration of, the surface of the road corridor.

Organisers of all events held on or affecting public road need to apply to Council for an Events Permit and supply all necessary information to support an event permit application.

An event includes major public events (such as the Gisborne Street Food Festival and the Santa Parade), as well as community events (including street parties).

Examples of activities involving the placement of an object on the road include:

- operating construction equipment or machinery from the road
- placing a shipping container/skip on the road
- erecting temporary fencing or scaffolding on the road
- temporary art installations.

Road within this context includes the footpath, berm, verge, carriageway, etc.

- (4) If any object is placed on the road in contravention of subclause (1), the Council may –
- (a) request the owner to remove the object or repair the damage to the Council's satisfaction within 24 hours or a timeframe set by an authorised officer, or charge the owner for this work; and
 - (b) place adjacent to, or affix to, the object any safety or warning devices, and the costs of the safety or warning device will be charged to the owner of the object.
- (5) This clause does not apply to any object that may be placed on the road which has been authorised by the Council (for example, wheelie bins that are specifically for the purpose of Council rubbish collection).
- (6) This clause does not apply to stock droving or roadside grazing.

- (7) In this clause, road has the same meaning as in section 2(1) of the Local Government Act 1974.

Related information:

The Gisborne Stock Control Bylaw applies to stock on roads.

All utility operators in legal road are generally covered under the CAR process, including those done during emergency situations. The CAR process reflects requirements in the Utilities Access Act 2010 and the National Code of Practice for Utility Operators' Access to Transport (Code). Where the utility operators occupy the legal road corridor to do their works, it is considered a worksite and an approved Traffic Management Plan is required.

25. Maintenance of vehicle crossings

- (1) The Council may by written notice require the owner of land to which a crossing provides access to repair such crossing to the satisfaction of the Council.

26. Temporary access ways

- (1) No person may construct or use a temporary access way across a footpath or a road unless the person has the prior written permission of the Council.
- (2) Where a person is authorised to construct or use a temporary access way, the person must protect the footpath or road to ensure no damage occurs, and comply with any conditions specified by the Council in its written permit.
- (3) Where damage occurs to a footpath or road as a result of a vehicle crossing it on an unprotected or inadequately protected point, the cost of repairing the road – including the footpath – is recoverable from the owner of the property, contractor undertaking the works, or person in charge of the vehicle.

Related Information:

The owner of the property, contractor undertaking the works, or person in charge of the vehicle must notify Council if damage is caused to the footpath.

Part 4: Miscellaneous

27. Heavy traffic user charges

- (1) The Council may by resolution:
 - (a) provide for the giving and taking of security by or from any person that no special damage will occur to any road, bridge, culvert, ferry, or ford by reason of any heavy traffic.
 - (b) prohibit any specified class of heavy traffic that has caused, or is likely to cause, serious damage to any road unless the cost of reinstating or strengthening the road, as estimated by the Council, is paid previously.
 - (c) provide for the annual or other payment of any reasonable sum by any person concerned in any heavy traffic by way of compensation for any damage likely to occur as a result of the heavy traffic to any road, bridge, culvert, ferry, or ford.
 - (d) provide for the establishment, in accordance with section 361 of the Local Government Act 1974, of a toll to be levied on any class of heavy traffic:
- (2) Any person on whom the Council imposes an obligation, restriction or prohibition by resolution under this clause must comply with the obligation, restriction or prohibition.

28. Permits under this Bylaw

- (1) The Council may set application fees for permits under this bylaw and any application for a permit must be accompanied by the relevant application fee (if any).
- (2) An application for a permit must be in writing, contain all information necessary for the Council to consider issuing a permit, and be submitted in accordance with applicable Council policy.
- (3) Any permit under this bylaw may –
 - (a) include any conditions the Council considers appropriate (including the payment of ongoing fees and charges), and
 - (b) be granted by the Council in its discretion.
- (4) A holder of a permit issued under this bylaw must ensure that all conditions of the permit are complied with.
- (5) In determining an application for a permit, the Council may require the applicant to provide further information, such as (without limitation) a Traffic Management Plan or site location plan.
- (6) The Council may, in its discretion, at any time, review, suspend, or revoke any permit issued under this bylaw.

29. Material/debris on roads and damage to roads

- (1) No person may cause damage to the road or to any associated signage, or parking meter.
- (2) Any material or debris deposited on the road must be removed as soon as practicable.
- (3) The Council may give any person who has damaged, or deposited material or debris on a road notice —
 - (a) to remove that material or debris from the road or to repair the damage caused to the road to Council's satisfaction, within 24 hours, and
 - (b) that if the person does not comply, that person commits a further breach of this bylaw and the Council may undertake the work and recover all costs from that person.

Related information

Section 357 of the Local Government Act 1974 provides for a number of offences where a person encroaches on a road or damages a road without permission. It is open to the Council to bring enforcement action under this section or use the Council's other enforcement remedies under the Local Government Act 2002.

30. Exempted vehicles and activities

- (1) This bylaw does not apply to any of the following vehicles being used in the execution of duty, or any activities undertaken in association with those vehicles —
 - (a) an emergency vehicle, or
 - (b) a vehicle that is used by a Parking Warden, or
 - (c) a vehicle that is used by an enforcement officer.

31. Defences

- (1) A person is not in breach of this bylaw if that person proves —
 - (a) that the act complained of was done in an emergency on the road or immediately adjoining the road, or
 - (b) that the act complained of was done in compliance with the directions of a Police Officer, Parking Warden, Enforcement Officer, the Council, traffic control signal or traffic sign.

32. Penalties

- (1) Every person who breaches this bylaw (including any control, restriction, limitation or prohibition made under this bylaw) commits an offence under the Act, or the Local Government Act 2002 and is liable to the penalties set out in the relevant Act.

33. Revocations and savings

- (1) The Gisborne District Council Traffic and Parking Bylaw 2011 is revoked.
- (2) Any approval, permit or other act of authority which originated under or was continued by the Gisborne District Council Traffic and Parking Bylaw 2011 that is continuing at the commencement of this bylaw, continues to have full force and effect for the purposes of this bylaw, but is subject to the application of any relevant clauses in this bylaw.
- (3) Any resolutions of the Council made or continued under the Gisborne District Council Traffic and Parking Bylaw 2011, or notices given by the Council under that bylaw, continue to have full force and effect for the purposes of this bylaw as if they were resolutions made or notices given under this bylaw.

Schedule 1

Schedule of Offence Provisions and Penalties

Provision	Brief description	Infringement fee \$
8.1	Parking – general	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
8.1	Parking of heavy motor vehicles	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
8.1	Parking fees to be paid	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
9.3	Parking on a discontinued parking space	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
8.3	Uses other than New Zealand currency in a parking meter or pay and display parking meter	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
8.4	Unlawful parking in a marked or metered parking space	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
16.2	Driving the wrong way on a one-way road	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
17.3	Driving contrary to a turning restriction	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
9.3	Parking or permitted parking in breach of a restriction imposed under clause 9.3	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
20.2	Unlawfully transported stock through an urban area	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
22.2	Road skateboard, roller skates, inline skates or a wheeled recreational device on a footpath in a prohibited area	As specified in Part 1 of Schedule 1B of the Land Transport (Offences and Penalties) Regulations 1999
27.1	Crossed footpath or water channel other than upon a properly constructed crossing	As specified in Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999
27.2	Failed to comply with notice regarding vehicle crossing	As specified in Schedule 1 of the Land Transport (Offences and Penalties) Regulations 1999

11. Reports of the Chief Executive and Staff for DECISION



21-284

Title: 21-284 Draft Traffic and Parking Bylaw 2021: Draft Resolution Register
Section: Strategy
Prepared by: Chris Gilmore - Senior Policy Advisor
Meeting Date: Monday 13 December 2021

Legal: Yes

Financial: No

Significance: **Low**

Report to COUNCIL for decision

PURPOSE

This report seeks a package of Council resolutions are made under the Traffic and Parking Bylaw 2021 and placed in a register available to the public, enabling enforcement of the traffic and parking controls as described in the resolutions.

SUMMARY

Council's Traffic and Parking Bylaw 2021 (the bylaw) is the legal mechanism for regulating traffic and parking in Tairāwhiti. Council adopted the Statement of Proposal for consultation on 30 September 2021 (**Report 21-147**). One of the proposed changes to the structure of the bylaw was replacing the schedules attached to the bylaw with resolutions placed in a register separate to the bylaw.

The Regulatory Hearings Committee have heard submissions received on the bylaw, only one submission addressed the use of a resolution register (**Report 21-247**). If the Regulatory Hearings Committee's recommendation to Council to make the Traffic and Parking Bylaw 2021 is not adopted by Council at this meeting, then the resolutions in the register cannot be adopted. If the bylaw has not been made (adopted) by Council, then staff request this report be deferred to a future meeting once the draft bylaw is adopted.

The resolutions in the register apply the controls in the bylaw to specific locations on the road network. The key improvement over using schedules in the bylaw is that when changes to traffic and parking controls are necessary, they can be made swiftly with proportionate consultation, and a decision publicly notified. Under the old bylaw, a full bylaw review was required to make changes.

The draft resolution register (**Attachment 1**) includes:

- a) the controls currently installed on the network (as covered under the existing bylaw's schedule); and
- b) the new resolutions recommended by the Regulatory Hearings Committee as applying to the Traffic and Parking Bylaw 2021:
 - i) Inner Harbour parking controls
 - ii) One way system on Titirangi

- iii) Wheeled recreational vehicles are permitted in the city centre
- iv) Special vehicle lanes for cyclists only are established on Ormond, Childers, Gladstone and Crawford roads
- v) Heavy vehicles restricted to Ormond Road and Awapuni.

The resolution register will be available to the public alongside the Traffic and Parking Bylaw. Any future resolutions made to amend, remove or add controls will be added to the register.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

- 1. Agrees the resolutions provided for in Attachment 1 of this report.**
- 2. Agrees to include the resolutions listed in Attachment 1 of this report in the Tairāwhiti Traffic and Parking Bylaw 2021 Resolution Register.**

Authorised by:

Helen Montgomery - Director Environmental Services & Protection

Joanna Noble - Chief of Strategy & Science

Keywords: resolution register, traffic and parking bylaw

BACKGROUND

Traffic and Parking Bylaw 2021

1. Council's Traffic and Parking Bylaw 2021 is the legal mechanism that covers all traffic and parking controls in the region (excluding speed which is currently controlled through the Speed Limits Bylaw 2013).
2. This bylaw enables traffic and parking enforcement to occur. For an infringement to be issued it is necessary for the specific control, for example, a P60 parking space, to have a resolution in the register made under the Traffic and Parking bylaw
3. The use of a resolution register under the bylaw is a change from the approach used in Council's previous bylaw that utilised schedules to identify location-specific controls. The register will be available to the public online alongside the Traffic and Parking Bylaw 2021.

Resolution registers and schedules

4. Bylaws need to identify who they apply to, when they apply and what is required to comply with the bylaw. For any traffic and parking bylaw this is complex because on any given street at any given time there could be a variety of traffic and parking controls which different people need to comply with in different ways. The approach councils use is to separate the tasks, placing the rules for traffic and parking in the bylaw and use a second tool for applying those rules to specific locations.
5. Council's Traffic and Parking Bylaw 2011 used schedules to apply the rules to specific locations. Schedules are an appendix to the bylaw, easily understood and located but difficult to change as adjusting the schedules usually requires an amendment to the bylaw which under the Local Government Act 2002 (the Act) requires a review of the bylaw and consultation using the special consultative procedure.
6. For example, the 2017 relocation of Council offices to Gladstone Road necessitated the adjustment of parking outside customer services. This small change in parking from pay and display to a mix of P10 and P30s for a short section of Gladstone Road required the same level of consultation and reporting as a full review of the bylaw.
7. In recent years, councils have been replacing their schedules with resolutions held in a register. This achieves the same outcome as a schedule, but as the resolutions are not part of the bylaw a review of the bylaw is not required to update the resolution register. This enables Council to be more responsive to arising issues or any new controls installed on the network.

Future operation of a resolution register

8. Any change to traffic or parking controls installed on the network will be recorded as a new resolution with the outdated resolution struck through. Each resolution receives a unique resolution ID for ease of tracking. Once adopted, resolutions would be assigned their ID number and placed in the register by Democracy Services.

9. The process for resolutions identified as low significance under Council's Significance and Engagement Policy 2021 would involve a single report to the Sustainable Tairāwhiti Committee. Identifying the issue, options for management and consultation undertaken, the report would make recommendations which, if adopted, could be actioned upon issue of a public notice. **Attachment 2** is a draft guidance document for staff navigating the consultation and decision process for resolutions to be entered into the register.
10. Most of the resolutions brought to committee are expected to be of low significance. These could consider matters such as the installation of no stopping lines, relocation of a bus stop or the reassignment of a P10 park to P5. Such decisions would not require the attention of a full Sustainable Tairāwhiti Committee and may be a poor use of agenda space.
11. To address this, staff are developing a proposal for the establishment of a Traffic and Parking Subcommittee under Sustainable Tairāwhiti. The subcommittee could make recommendations or have delegated authority to make resolutions on traffic and parking matters of low significance. This proposal will be brought to Council for consideration in early 2022.

DISCUSSION and OPTIONS

12. The draft resolution register (**Attachment 1**) includes the controls currently installed on the network under the 2011 bylaw's schedule and consulted upon during the bylaw review as installed on the network, and the new resolutions recommended by the Regulatory Hearings Committee following consultation and a public hearing. These new controls include:
 - Inner Harbour parking controls
 - One way system on Titirangi
 - Wheeled recreational vehicles are permitted in the city centre
 - Special vehicle lanes for cyclists only are established on Ormond, Childers, Gladstone and Crawford roads
 - Heavy vehicles restricted to Ormond Road and Awapuni.
13. Staff are working through feedback received during the Traffic and Parking Bylaw 2021 consultation which asked for changes to the parking controls in specific locations. If the changes are appropriate and are of low significance, these will form part of the first resolution report in early 2022.

ASSESSMENT of SIGNIFICANCE

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Low Significance

This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on all or a large part of the Gisborne district

Overall Process: **Low** Significance

This Report: **Low** Significance

The effects on individuals or specific communities

Overall Process: **Medium** Significance

This Report: **Low** Significance

The level or history of public interest in the matter or issue

Overall Process: **Medium** Significance

This Report: **Low** Significance

14. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TANGATA WHENUA/MĀORI ENGAGEMENT and COMMUNITY ENGAGEMENT

15. The report to the regulatory Hearings Committee (**Report 21-247**) provides detail on the engagement undertaken and feedback provided.

CLIMATE CHANGE – Impacts / Implications

16. The draft resolution register's function is to give effect to the Traffic and Parking Bylaw, therefore, it has no impact or implications on climate change. The climate change implications for the Draft Traffic and Parking Bylaw 2021 are covered in **Report 21-247**.

CONSIDERATIONS

Financial/Budget

17. If the resolution register is not established Council will not be able to enforce parking including writing infringements and compelling payment of parking fees. This would impact Council's revenue and the financial projections for parking revenue under for the 2021–2031 Long Term Plan.

Legal

18. The resolution register, alongside the Traffic and Parking Bylaw 2021, is made under the Local Government Act 2002 and the Land Transport Act 1998. The resolution register approach is provided for under legislation.
19. Under the Local Government Act 2002, the making, amending or revoking of a bylaw must follow the special consultative procedure as laid out in section 83. Similarly, when making a bylaw Council must be able to show that the bylaw is the most appropriate and proportionate way of dealing with the perceived problem in relation to that area, and that the bylaw is not inconsistent with the New Zealand Bill of Rights Act 1990 (Section 155). Although not expressly required, staff applied this standard to the resolution register also.

POLICY and PLANNING IMPLICATIONS

20. There are no planning and policy implications arising from a Council decision to make the resolutions in the register for the Traffic and Parking Bylaw 2021.

RISKS

21. There are no risks identified arising from a Council decision to make the resolutions in the register for the Traffic and Parking Bylaw 2021.

22. Declining to make the resolutions in the register would leave the Traffic and Parking Bylaw 2021 unenforceable until the bylaw is amended to include a set of schedules which apply the bylaw's rules to specific locations, or a resolution register is adopted.

NEXT STEPS

Date	Action/Milestone	Comments
Jan/Feb 2022	Decision report to the Sustainable Tairāwhiti Committee concerning the resolution process and the establishment of a Traffic and Parking Subcommittee.	

ATTACHMENTS

1. Attachment 1 - FINAL Traffic and Parking Bylaw 2021 - Resolution Register [**21-284.1** - 31 pages]
2. Attachment 2 - Guidance Document for Resolutions under Traffic and Parking Bylaw 2021 [**21-284.2** - 3 pages]

Tairāwhiti Traffic and Parking Bylaw 2021: Resolution Register

Related information: The following resolutions were made by the Gisborne District Council on 13 December 2021 and form the complete register of resolutions to date accompanying the Tairāwhiti Traffic and Parking bylaw 2021. This register will be available at line at the GDC website and as hardcopy by request.

The following resolution is made under clause 8 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw"). A driver or person in charge of a vehicle parked in a Parking Machine Restricted Area must ensure:

(a) the relevant parking machine for the parking space indicates that the prescribed parking fee specified in column J has been paid for the time that the vehicle is parked, and

(b) the vehicle is not parked for a continuous period exceeding the time limit specified in column I.

In this resolution, unless the context otherwise requires:

(a) terms have the same meaning as they do in the Bylaw; and

(b) Parking Machine Restricted Area means any area described in Table 1 below, being a place on the road specified in column C, from the side road centreline or feature specified in column D, for the distance from the side road centreline or feature specified in column E, on the side of the road indicated in column F

The installation of all parking machines and traffic control devices for the Parking Machine Restricted Areas are authorised for the purposes of the Bylaw, and the Land Transport Rule: Traffic Control Devices 2004.

Table 1: Resolutions concerning Parking Meter locations under clause 8 of the Traffic and parking bylaw 2021

Columns										
A	B	C	D	E	F	G	H	I	J	K
Resolution ID#	Field # ID.	Road	Intersection	Displacement (metres)	Side	Asset Type	Description	Time Limit (hours)	Cost	Hours Chargeable
1.1	29A	Bright Street	Gladstone Road	40	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.2	29B	Bright Street	Gladstone Road	40	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.3	30	Bright Street	Gladstone Road	46	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.4	31	Bright Street	Gladstone Road	53	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.5	32	Bright Street	Gladstone Road	60	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.6	33	Bright Street	Gladstone Road	67	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.7	34	Bright Street	Gladstone Road	73	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.8	35	Bright Street	Gladstone Road	79	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.9	36	Bright Street	Gladstone Road	86	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.10	37	Bright Street	Gladstone Road	97	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.11	38	Bright Street	Gladstone Road	110	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.12	38A	Bright Street	Gladstone Road	126	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.13	39	Bright Street	Gladstone Road	126	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.14	39A	Bright Street	Gladstone Road	126	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.15	40	Bright Street	Gladstone Road	114	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.16	41	Bright Street	Gladstone Road	104	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.17	42	Bright Street	Gladstone Road	104	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.18	43	Bright Street	Gladstone Road	85	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.19	44	Bright Street	Gladstone Road	85	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.20	45	Bright Street	Gladstone Road	67	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.21	46	Bright Street	Gladstone Road	56	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.22	47	Bright Street	Gladstone Road	56	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.23	48	Bright Street	Gladstone Road	40	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.24	49	Bright Street	Gladstone Road	40	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.25	196	Bright Street	Gladstone Road	23	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.26	197	Bright Street	Gladstone Road	23	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.27	198	Bright Street	Gladstone Road	13	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.28	199	Bright Street	Gladstone Road	13	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.29	121	Bright Street	Palmerston Road	66	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.30	122	Bright Street	Palmerston Road	66	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.31	123	Bright Street	Palmerston Road	53	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon

Table 1 (cont): Resolutions concerning concerning Parking Meter locations under clause 8 of the Traffic and parking bylaw 2021										
A	B	C	D	E	F	G	H	I	J	K
Resolution ID#	Field # ID.	Road	Intersection	Displacement (metres)	Side	Asset Type	Description	Time Limit (hours)	Cost	Hours Chargeable
1.80	4	Gladstone Road	Derby Street	68	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.81	5	Gladstone Road	Derby Street	61	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.82	6	Gladstone Road	Derby Street	47	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.83	7	Gladstone Road	Derby Street	41	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.84	8	Gladstone Road	Derby Street	35	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.85	9	Gladstone Road	Derby Street	29	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.86	10	Gladstone Road	Derby Street	23	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.87	11	Gladstone Road	Derby Street	15	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.88	184	Gladstone Road	Derby Street	9	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.89	185	Gladstone Road	Derby Street	15	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.90	186	Gladstone Road	Derby Street	21	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.91	187	Gladstone Road	Derby Street	27	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.92	188	Gladstone Road	Derby Street	33	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.93	189	Gladstone Road	Derby Street	39	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.94	190	Gladstone Road	Derby Street	45	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.95	191	Gladstone Road	Derby Street	51	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.96	192	Gladstone Road	Derby Street	57	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.97	193	Gladstone Road	Derby Street	63	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.98	194	Gladstone Road	Derby Street	69	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.99	195	Gladstone Road	Derby Street	75	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.100	27A	Gladstone Road	Grey Street	50	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.101	52	Gladstone Road	Lowe Street	94	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.102	52A	Gladstone Road	Lowe Street	87	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.103	115	Gladstone Road	Lowe Street	14	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.104	115A	Gladstone Road	Lowe Street	21	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.105	50	Gladstone Road	Peel Street	89	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.106	50A	Gladstone Road	Peel Street	84	LHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.107	117	Gladstone Road	Peel Street	12	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.108	117A	Gladstone Road	Peel Street	19	RHS	Parking Meter	Single Space Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.109	28	Grey Street	Gladstone Road	50	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.110	146	Grey Street	Palmerston Road	97	LHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.111	147	Grey Street	Palmerston Road	93	LHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.112	148	Grey Street	Palmerston Road	90	LHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.113	149	Grey Street	Palmerston Road	86	LHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.114	150	Grey Street	Palmerston Road	82	LHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.115	151	Grey Street	Palmerston Road	14	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.116	152	Grey Street	Palmerston Road	17	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.117	153	Grey Street	Palmerston Road	20	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.118	154	Grey Street	Palmerston Road	23	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.119	155	Grey Street	Palmerston Road	41	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.120	156	Grey Street	Palmerston Road	44	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.121	157	Grey Street	Palmerston Road	47	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.122	158	Grey Street	Palmerston Road	61	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.123	159	Grey Street	Palmerston Road	64	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.124	160	Grey Street	Palmerston Road	67	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.125	161	Grey Street	Palmerston Road	78	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.126	162	Grey Street	Palmerston Road	92	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.127	163	Grey Street	Palmerston Road	95	RHS	Parking Meter	Single Space Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon

Table 1 (cont): Resolutions concerning concerning Parking Meter locations under clause 8 of the Traffic and parking bylaw 2021										
A	B	C	D	E	F	G	H	I	J	K
Resolution ID#	Field # ID.	Road	Intersection	Displacement (metres)	Side	Asset Type	Description	Time Limit (hours)	Cost	Hours Chargeable
1.272	101	Reads Quay	Lowe Street	37	RHS	Parking Meter	Single Space Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.273	102	Reads Quay	Lowe Street	24	RHS	Parking Meter	Single Space Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.274	103	Reads Quay	Lowe Street	24	RHS	Parking Meter	Single Space Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.275	104	Reads Quay	Lowe Street	12	RHS	Parking Meter	Single Space Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.276	105	Reads Quay	Lowe Street	12	RHS	Parking Meter	Single Space Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.277		Bright Street	Palmerston Road	115	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.278		Gladstone Road	Customhouse Street	43	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.279		Gladstone Road	Customhouse Street	70	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.280		Gladstone Road	Customhouse Street	71	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.281		Gladstone Road	Lowe Street	24	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.282		Gladstone Road	Lowe Street	74	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.283		Gladstone Road	Lowe Street	27	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.284		Gladstone Road	Lowe Street	75	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.285		Gladstone Road	Peel Street	25	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.286		Gladstone Road	Peel Street	90	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.287		Gladstone Road	Peel Street	25	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.288		Gladstone Road	Peel Street	87	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.289		Gladstone Road	Derby Street	13	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.290		Gladstone Road	Derby Street	68	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.291		Gladstone Road	Derby Street	26	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.292		Gladstone Road	Derby Street	75	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.293		Gladstone Road	Grey Street	28	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.294		Gladstone Road	Grey Street	72	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.295		Gladstone Road	Grey Street	50	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.296		Gladstone Road	Grey Street	74	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.297		Grey Street	Palmerston Road	149	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.298		Grey Street	Gladstone Road	23	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.299		Grey Street	Gladstone Road	75	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.300		Grey Street	Gladstone Road	46	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.301		Grey Street	Gladstone Road	67	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.302		Grey Street	Gladstone Road	112	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.303		Grey-Bright carpark	Grey Street	60	RHS	Parking Meter	Multi Space Registration Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.304		Library Car Park	Bright street	22	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$1.50 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.305		Peel Street	Palmerston Road	17	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.306		Peel Street	Palmerston Road	103	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.307		Peel Street	Palmerston Road	21	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.308		Peel Street	Palmerston Road	113	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.309		Peel Street	Gladstone Road	32	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.310		Peel Street	Gladstone Road	92	LHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.311		Peel Street	Gladstone Road	20	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.312		Peel Street	Gladstone Road	90	RHS	Parking Meter	Multi Space Registration Meter	2hr time limits	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.313		Reads Quay	Peel Street	77	LHS	Parking Meter	Multi Space Registration Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon
1.314		Reads Quay	Peel Street	161	LHS	Parking Meter	Multi Space Registration Meter	8 Hour Time Limit	\$2 Per Hour	Mon - Fri 8am - 5pm and Sat 9am - 12 noon

The following resolutions are made under clause 8 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw").
 A driver or person in charge of a vehicle must not stop, stand or park any vehicle in a Time Restricted Parking Area between the hours of 7:30am and 5pm, Monday to Friday and 7:30am to 12:30pm Saturdays, for a continuous period of time exceeding the Maximum Permitted Time specified in column D of table 2.
 In this resolution, unless the context otherwise requires:
 (a) terms have the same meaning as in the Bylaw,
 (b) Time Restricted Parking Area means any area described in table 2 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance between the start and end points specified in column E and F respectively, on the side of the road indicated in column H.
 All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Table 2: Resolutions concerning Time Restricted Parking in Gisborne City

A	B	C	D	E	F	G	H	I
ResID#	Road	Intersection	Maximum time allowed (mins)	Start	End	Total	Side	Description
2.1	Esplanade	Wainui Road	5	174	188	14	LHS	Time restricted free parking
2.2	Innes Street	Solander Street	5	314	328	14	LHS	Time restricted free parking
2.3	Ballance Street	Ormond Road	10	8	17	9	LHS	Time restricted free parking
2.4	Carnarvon Street	Gladstone Road	10	12	30	18	LHS	Time restricted free parking
2.5	Chalmers Road	Childers Road	10	6	20	14	LHS	Time restricted free parking
2.6	Childers Road	Bright Street	10	19	52	33	LHS	Time restricted free parking
2.7	Childers Road	Collins Street	10	7	23	16	RHS	Time restricted free parking
2.8	Childers Road	Disraeli Street	10	181	248	67	RHS	Time restricted free parking
2.9	Customhouse Street	Childers Road	10	27	44	17	LHS	Time restricted free parking
2.10	Derby Street	Childers Road	10	67	78	11	LHS	Time restricted free parking
2.11	Gladstone Road	Clarence Street	10	153	187	34	LHS	Time restricted free parking
2.12	Gladstone Road	Cobden Street	10	185	203	18	LHS	Time restricted free parking
2.13	Gladstone Road	Collins Street	10	9	24	15	LHS	Time restricted free parking
2.14	Gladstone Road	Derby Street	10	184	202	18	RHS	Time restricted free parking
2.15	Gladstone Road	Desmond Road	10	10	22	12	LHS	Time restricted free parking
2.16	Gladstone Road	Roebuck Road	10	45	53	8	LHS	Time restricted free parking
2.17	Grey Street	Gladstone Road	10	108	120	12	LHS	Time restricted free parking
2.18	Grey Street	Palmerston Road	10	104	124	20	LHS	Time restricted free parking
2.19	Innes Street	Stanley Road	10	188	213	25	RHS	Time restricted free parking
2.20	Ormond Road	Ballance Street	10	8	16	8	RHS	Time restricted free parking
2.21	Ormond Road	MacLean Street	10	150	176	26	LHS	Time restricted free parking
2.22	Ormond Road	Winter Street	10	72	95	23	RHS	Time restricted free parking
2.23	Palmerston Road	Cobden Street	10	10	15	5	RHS	Time restricted free parking
2.24	Palmerston Road	Cobden Street	10	137	177	40	LHS	Time restricted free parking
2.25	Palmerston Road	Cobden Street	10	153	190	37	RHS	Time restricted free parking
2.26	Palmerston Road	Carnarvon Street	10	141	158	17	LHS	Time restricted free parking
2.27	Palmerston Road	Derby Street	10	19	107	88	RHS	Time restricted free parking
2.28	Palmerston Road	Derby Street	10	151	164	13	RHS	Time restricted free parking
2.29	Palmerston Road	Peel Street	10	46	70	24	RHS	Time restricted free parking
2.30	Parkinson Street	Solander Street	10	189	221	32	RHS	Time restricted free parking
2.31	Roebuck Road	Gladstone Road	10	44	53	9	LHS	Time restricted free parking
2.32	Roebuck Road	Gladstone Road	10	54	73	19	RHS	Time restricted free parking
2.33	Roebuck Road	Palmerston Road	10	120	138	18	RHS	Time restricted free parking
2.34	Stanley Road	Gladstone Road	10	12	24	12	LHS	Time restricted free parking
2.35	Stout Street	Mason Street	10	160	270	110	LHS	Time restricted free parking
2.36	Wainui Road (SH35)	Maki Street	10	12	24	12	LHS	Time restricted free parking
2.37	Potae Avenue	Lytton Road	10	8	24	16	RHS	Time restricted free parking
2.38	Gladstone Road	Cobden Street	15	189	201	12	RHS	Time restricted free parking

Table 2 (cont): Resolutions concerning Time Restricted Parking in Gisborne City								
A	B	C	D	E	F	G	H	I
ResID#	Road	Intersection	Maximum time allowed (mins)	Start	End	Total	Side	Description
2.39	Lytton Road	Ormond Road	15	80	108	28	RHS	Time restricted free parking
2.40	Stafford Street	Ormond Road	15	8	22	14	LHS	Time restricted free parking
2.41	Customhouse Street	Childers Road	30	111	142	31	RHS	Time restricted free parking
2.42	De Lautour Road	Owen Road	30	92	125	33	RHS	Time restricted free parking
2.43	Derby Street	Aberdeen Road	30	158	172	14	LHS	Time restricted free parking
2.44	Gladstone Road	Cobden Street	30	10	71	61	LHS	Time restricted free parking
2.45	Gladstone Road	Herbert Road	30	202	248	46	RHS	Time restricted free parking
2.46	Gladstone Road	Stanely Road	30	12	60	48	LHS	Time restricted free parking
2.47	Grey Street	Childers Road	30	69	89	20	LHS	Time restricted free parking
2.48	Grey Street	Kahutia Street	30	62	75	13	RHS	Time restricted free parking
2.49	Grey Street	Palmerston Road	30	13	37	24	LHS	Time restricted free parking
2.50	Hardy Lane	Bright Street	30	11	17	6	RHS	Time restricted free parking
2.51	Peel Street	Childers Road	30	6	39	33	LHS	Time restricted free parking
2.52	Roebuck Road	Gladstone Road	30	38	51	13	RHS	Time restricted free parking
2.53	Esplanade	Wainui Road (SH35)	30	210	220	10	LSH	Time restricted free parking
2.54	Carnarvon Street	Palmerston Road	60	11	50	39	RHS	Time restricted free parking
2.55	Carnarvon Street	Palmerston Road	60	58	146	88	LHS	Time restricted free parking
2.56	Childers Road	Reads Quay	60	6	45	39	RHS	Time restricted free parking
2.57	Childers Road	Reads Quay	60	17	65	48	LHS	Time restricted free parking
2.58	Childers Road	Customhouse Street	60	41	100	59	LHS	Time restricted free parking
2.59	Childers Road	Lowe Street	60	17	84	67	RHS	Time restricted free parking
2.60	Childers Road	Peel Street	60	23	89	66	LHS	Time restricted free parking
2.61	Childers Road	Bright Street	60	63	75	12	RHS	Time restricted free parking
2.62	Childers Road	Bright Street	61	11	65	54	LHS	Time restricted free parking
2.63	Childers Road	Grey Street	60	23	83	60	LHS	Time restricted free parking
2.64	Childers Road	Derby Street	60	30	40	10	LHS	Time restricted free parking
2.65	Childers Road	Cobden Street	60	69	114	45	LHS	Time restricted free parking
2.66	Childers Road	Titoki Street	60	9	98	89	RHS	Time restricted free parking
2.67	Cobden Street	Aberdeen Road	60	194	222	28	LHS	Time restricted free parking
2.68	Cobden Street	Palmerston Road	60	18	37	19	RHS	Time restricted free parking
2.69	Cobden Street	Palmerston Road	60	133	149	16	LHS	Time restricted free parking
2.70	Cobden Street	Gladstone Road	60	41	57	16	RHS	Time restricted free parking
2.71	Derby Street	Palmerston Road	60	17	71	54	LHS	Time restricted free parking
2.72	Derby Street	Gladstone Road	60	79	99	20	RHS	Time restricted free parking
2.73	Derby Street	Gladstone Road	60	96	114	18	LHS	Time restricted free parking
2.74	Derby Street	Aberdeen Road	60	127	148	21	RHS	Time restricted free parking
2.75	Disraeli Street	Gladstone Road	60	65	86	21	RHS	Time restricted free parking
2.76	Fitzherbert Street	Ormond Road	60	20	93	73	LHS	Time restricted free parking
2.77	Fitzherbert Street	Railway Lane	60	27	37	10	RHS	Time restricted free parking
2.78	Gladstone Road	Derby Street	60	158	202	44	LHS	Time restricted free parking
2.79	Gladstone Road	Derby Street	60	118	185	67	RHS	Time restricted free parking
2.80	Gladstone Road	Cobden Street	60	15	178	163	RHS	Time restricted free parking
2.81	Gladstone Road	Cobden Street	60	80	185	105	LHS	Time restricted free parking
2.82	Gladstone Road	Carnarvon Street	60	10	97	87	LHS	Time restricted free parking
2.83	Gladstone Road	Carnarvon Street	60	14	198	184	RHS	Time restricted free parking
2.84	Gladstone Road	Disraeli Street	60	90	201	111	RHS	Time restricted free parking
2.85	Grey Street	Taruheru River	60	7	12	5	LHS	Time restricted free parking
2.86	Grey Street	Childers Road	60	19	38	19	RHS	Time restricted free parking
2.87	Grey Street	Childers Road	60	19	38	19	LHS	Time restricted free parking
2.88	Lytton Road	Titoki Street	60	119	145	26	LHS	Time restricted free parking
2.89	Palmerston Road	Peel Street	60	76	98	22	RHS	Time restricted free parking
2.90	Palmerston Road	Grey Street	60	15	97	82	RHS	Time restricted free parking

Table 2 (cont): Resolutions concerning Time Restricted Parking in Gisborne City								
A	B	C	D	E	F	G	H	I
ResID#	Road	Intersection	Maximum time allowed (mins)	Start	End	Total	Side	Description
2.91	Palmerston Road	Grey Street	60	9	83	74	LHS	Time restricted free parking
2.92	Palmerston Road	Derby Street	60	147	159	12	RHS	Time restricted free parking
2.93	Palmerston Road	Derby Street	60	183	200	17	RHS	Time restricted free parking
2.94	Palmerston Road	Carnarvon Street	60	10	137	127	LHS	Time restricted free parking
2.95	Palmerston Road	Carnarvon Street	60	179	200	21	LHS	Time restricted free parking
2.96	Palmerston Road	Carnarvon Street	60	17	150	133	RHS	Time restricted free parking
2.97	Palmerston Road	Disraeli Street	60	10	61	51	LHS	Time restricted free parking
2.98	Parkinson Street	Solander Street	60	278	297	19	LHS	Time restricted free parking
2.99	Parkinson Street	Tupaea Street	60	24	40	16	RHS	Time restricted free parking
2.100	Stout Street	Fitzherbert Street	60	70	140	70	LHS	Time restricted free parking
2.101	Bright Street	Taruheru River	120			0	end	Time restricted free parking
2.102	Customhouse Street	Childers Road	120	22	63	41	RHS	Time restricted free parking
2.103	Derby Street	Palmerston Road	120	22	120	98	RHS	Time restricted free parking
2.104	Fitzherbert Street	Ormond Road	120	100	144	44	LHS	Time restricted free parking
2.105	Low Street	Childers Road	120	50	82	32	RHS	Time restricted free parking
2.106	Palmerston Road	Derby Street	120	22	201	179	LHS	Time restricted free parking
2.107	Potae Avenue	Lytton Road	120	11	57	46	LHS	Time restricted free parking
2.108	Esplanade	Wainui Road	120	74	211	137	RHS	Time restricted free parking
2.109	Esplanade	Wainui Road	120	33	172	139	LHS	Time restricted free parking
2.110	Esplanade	Wainui Road	120	244	259	15	LHS	Time restricted free parking
2.111	Gladstone Road	Customhouse Street	120	26	596	570	LHS	P120 Pay Zone Unless otherwise indicated by line marking and signage
2.112	Gladstone Road	Customhouse Street	120	43	596	553	RHS	P120 Pay Zone Unless otherwise indicated by line marking and signage
2.113	Peel Street	Palmerston Road	120	18	273	255	LHS	P120 Pay Zone Unless otherwise indicated by line marking and signage
2.114	Peel Street	Palmerston Road	120	29	283	254	RHS	P120 Pay Zone Unless otherwise indicated by line marking and signage
2.115	Grey Street	Palmerston Road	120	110	298	188	LHS	P120 Pay Zone Unless otherwise indicated by line marking and signage
2.116	Grey Street	Gladstone Road	120	8	123	115	RHS	P120 Pay Zone Unless otherwise indicated by line marking and signage
2.117	Customhouse Street	Gladstone Road	180	35	51	16	LHS	Time restricted free parking
2.118	Customhouse Street	Gladstone Road	180	79	111	32	LHS	Time restricted free parking

The following resolution is made under clause 8 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw"). The stopping, standing or parking of any vehicle in a No Stopping Area is prohibited.

A No Stopping Area means any area described in table 3 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance between the start and end points specified in column D and E respectively, on the side of the road indicated in column H. As indicated on the network by broken yellow 'no stopping lines'

All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Table 3: Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and Parking Bylaw 2021

Columns						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.1	Aerodrome Road	Chalmers Road	93	211	118	LHS
3.2	Aerodrome Road	Chalmers Road	93	211	118	RHS
3.3	Albert Street	Gladstone Road	0	15	15	Both
3.4	Aldred Street	Endcliffe Road	0	8	8	Both
3.5	Anita Grove	Nelson Road	0	10	10	Both
3.6	Anzac Street	Roebuck Road	101	120	19	RHS
3.7	Atkinson Street	Stout Street	0	10	10	Both
3.8	Awapuni Road	Banks Street	0	368	368	RHS
3.9	Awapuni Road	Customhouse Street	0	37	37	Both
3.10	Awapuni Road	Grey Street	67	115	48	LHS
3.11	Awapuni Road	Grey Street	204	224	20	RHS
3.12	Awapuni Road	Grey Street	271	276	5	RHS
3.13	Awapuni Road	Roberts Road	313	385	72	Both
3.14	Awapuni Road	Beacon Street	409	426	17	RSH
3.15	Awapuni Road	Beacon Street	409	434	25	LSH
3.16	Awapuni Road	Stanley Road	50	148	98	LHS
3.17	Ballance Street	Ormond Road	6	15	9	RHS
3.18	Ballance Street	Railway Lane	50	58	8	LHS
3.19	Beacon Street	Awapuni Road	45	63	18	Both
3.20	Bright Street	River	6	16	10	RHS
3.21	Bright Street	River	6	11	5	LHS
3.22	Bright Street	River	48	60	12	LHS
3.22	Bright Street	Childers Road	0	55	55	LHS
3.23	Bright Street	Childers Road	0	24	24	All
3.24	Bright Street	River	83	95	12	Both
3.25	Campion Road	Elsdon Best Street	33	46	13	End
3.26	Campion Road	No exit	0	16	16	End
3.27	Carnarvan Street	Palmerston Road	0	14	14	All
3.28	Carnarvan Street	Gladstone Road	0	14	14	All
3.29	Carnarvan Street	Anzac Street	0	19	19	LHS
3.30	Carnarvon Street	Gladstone Road	47	66	19	RHS
3.31	Carnarvon Street	Gladstone Road	78	102	24	RHS
3.32	Carnarvon Street	Gladstone Road	133	140	7	RHS
3.33	Carnarvon Street	Childers Road	39	104	65	LHS
3.34	Carnarvon Street	Childers Road	231	271	40	LHS
3.35	Carnarvon Street	Childers Road	172	188	16	RHS
3.36	Carnarvon Street	Anzac Street	55	120	65	RHS
3.37	Centennial Marine Drive	Salsbury Road	436	443	7	RHS

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.38	Centennial Marine Drive	Salsbury Road	380	400	20	RHS
3.39	Centennial Marine Drive	Salsbury Road	380	498	118	LHS
3.40	Centennial Marine Drive	Salsbury Road	84	104	20	Both
3.41	Centennial Marine Drive	Salsbury Road	356	376	20	Both
3.42	Charles Street	Ormond Road	10	18	8	RHS
3.43	Childers Road	Reads Quay	22	35	13	LHS
3.44	Childers Road	Reads Quay	45	50	5	RHS
3.45	Childers Road	Reads Quay	0	8	8	LHS
3.46	Childers Road	Reads Quay	0	5	5	RHS
3.47	Childers Road	Customhouse Street	22	40	18	LHS
3.48	Childers Road	Lowe Street	49	62	13	LHS
3.49	Childers Road	Cobden Street	83	90	7	RHS
3.50	Childers Road	Peel Street	48	62	14	LHS
3.51	Childers Road	Grey Street	43	50	7	RHS
3.52	Childers Road	Grey Street	93	100	7	RHS
3.53	Childers Road	Grey Street	58	65	7	RHS
3.54	Childers Road	Grey Street	0	41	41	All
3.55	Childers Road	Titoki Street	88	113	25	LHS
3.56	Childers Road	Queens Road	30	48	18	LHS
3.57	Childers Road	Queens Road	68	83	15	LHS
3.58	Childers Road	Lowe Street	0	15	15	All
3.59	Childers Road	Peel Street	0	26	26	All
3.60	Childers Road	Bright Street	30	35	5	LHS
3.61	Childers Road	Bright Street	51	61	10	LHS
3.62	Childers Road	Bright Street	0	20	20	All
3.63	Childers Road	Cobden Street	0	15	15	All
3.64	Childers Road	Carnarvon Street	0	35	35	All
3.65	Childers Road	Carnarvon Street	132	140	8	LHS
3.66	Childers Road	Roebuck Road	0	43	43	LHS
3.67	Childers Road	Roebuck Road	0	63	63	RHS
3.68	Childers Road	Disraeli Street	203	284	81	LHS
3.69	Childers Road	Centennial Crescent	0	15	15	Both
3.70	Childers Road	Foster Street	0	18	18	Both
3.71	Childers Road	Collins Street	0	10	10	RHS
3.72	Childers Road	Queens Road	0	11	11	Both
3.73	Childers Road	Muir Street	0	14	14	Both
3.74	Childers Road	Waverly Street	0	9	9	Both
3.75	Childers Road	MacDonald Street	0	13	13	LHS
3.76	Childers Road	MacDonald Street	0	28	28	RHS
3.77	Childers Road	Chamers Road	0	30	30	RHS
3.78	Clarence Street	Gladstone Road	5	14	9	Both
3.79	Cobden Street	Childers Road	0	9	9	All
3.80	Cobden Street	Palmerston Road	67	82	15	Both
3.81	Cobden Street	Palmerston Road	114	128	14	LHS
3.82	Cobden Street	Gladstone Road	17	29	12	LHS
3.83	Cobden Street	Gladstone Road	52	58	6	LHS
3.84	Cobden Street	Palmerston Road	0	10	10	All
3.85	Cobden Street	Gladstone Road	0	10	10	All
3.86	Cobham Place	Aberdeen Road	8	15	7	Both
3.87	Cochrane Street	Chalmers Road	0	4	4	Both

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.88	Crawford Road	Esplanade	21	41	20	LHS
3.89	Crawford Road	End	78	129	51	End
3.90	Crawford Road	Parau Street	197	291	94	Both
3.91	Crawford Road	Wainui Road	0	86	86	LHS
3.92	Crawford Road	Wainui Road	86	920	834	RHS
3.93	Customhouse Street	Kahutia Street	218	307	89	Both
3.94	Customhouse Street	Gladstone Road	50	57	7	RHS
3.95	Customhouse Street	Gladstone Road	27	30	3	LHS
3.96	Customhouse Street	Gladstone Road	111	117	6	LHS
3.97	Customhouse Street	Childers Road	15	19	4	RHS
3.98	Customhouse Street	Childers Road	101	111	10	RHS
3.99	Customhouse Street	Childers Road	142	145	3	LHS
3.100	Customhouse Street	Childers Road	166	175	9	LHS
3.101	Customhouse Street	Childers Road	167	176	9	RHS
3.102	Customhouse Street	Pitt Street	0	10	10	LHS
3.103	Customhouse Street	Pitt Street	264	274	10	LHS
3.104	Customhouse Street	Kahutia Street	332	342	10	RHS
3.105	Customhouse Street	Kahutia Street	351	359	8	RHS
3.106	Customhouse Street	Kahutia Street	202	214	12	LHS
3.107	Darwin Road	Heatherlea Street	150	300	150	Both
3.108	Darwin Road	Heatherlea Street	150	280	130	LHS
3.109	De Lautour Road	Kara Street	35	74	39	Both
3.110	De Lautour Road	Kara Street	120	135	15	RHS
3.111	De Lautour Road	Kara Street	153	193	40	RHS
3.112	De Lautour Road	Huxley Road	0	7	7	Both
3.113	Derby Street	Palmerston Road	70	85	15	LHS
3.114	Derby Street	Palmerston Road	120	131	11	RHS
3.115	Derby Street	Palmerston Road	146	152	6	LHS
3.116	Derby Street	Palmerston Road	150	155	5	RHS
3.117	Derby Street	Gladstone Road	26	34	8	LHS
3.118	Derby Street	Gladstone Road	52	64	12	LHS
3.119	Derby Street	Gladstone Road	75	90	15	RHS
3.120	Derby Street	Gladstone Road	100	140	40	RHS
3.121	Derby Street	Gladstone Road	461	468	7	LHS
3.122	Derby Street	Palmerston Road	0	14	14	All
3.123	Derby Street	Childers Road	0	45	45	Both
3.124	Disraeli Street	Gladstone Road	46	62	16	LHS
3.125	Disraeli Street	Childers Road	153	169	16	End
3.126	Disraeli Street	Gladstone Street	0	6	6	All
3.127	Disraeli Street	Palmerston Road	0	5	5	All
3.128	Dominey Street	Graham Road	0	7	7	Both
3.129	Endcliffe Road	Baty Street	52	125	73	RHS
3.130	Endcliffe Road	Baty Street	0	6	6	LHS
3.131	Endcliffe Road	Baty Street	30	86	56	LHS
3.132	Endcliffe Road	Cambridge Terrace	329	371	42	RHS
3.133	Endcliffe Road	Wainui Road	113	167	54	RHS
3.134	Endcliffe Road	Wainui Road	133	166	33	LHS
3.135	Esplanade	Rutene Road	16	25	9	LHS
3.136	Esplanade	Rutene Road	94	127	33	LHS
3.137	Esplanade	Rutene Road	130	170	40	RHS

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.138	Esplanade	Rawiri Street	48	56	8	LHS
3.139	Esplanade	Rawiri Street	55	71	16	RHS
3.140	Esplanade	Wainui Road	83	95	12	LHS
3.141	Esplanade	Wainui Road	101	108	7	LHS
3.142	Esplanade	Wainui Road	116	120	4	LHS
3.143	Esplanade	Wainui Road	129	146	17	LHS
3.144	Findlay Street	Barry Park	11	15	4	LHS
3.145	Findlay Street	Barry Park	27	32	5	LHS
3.146	Fitzherbert Street	Stout Street	3	15	12	RHS
3.147	Fitzherbert Street	Stout Street	38	49	11	RHS
3.148	Gladstone Road	Abbott Street	0	8	8	Both
3.149	Gladstone Road	Aberdeen Road	0	10	10	Both
3.150	Gladstone Road	Albert Street	0	9	9	Both
3.151	Gladstone Road	Bloomfield Road	0	10	10	Both
3.152	Gladstone Road	Campion Road	148	264	116	LHS
3.153	Gladstone Road	Campion Road	0	79	79	RHS
3.154	Gladstone Road	Steed Avenue	179	200	21	LHS
3.155	Gladstone Road	Carnavon Street	0	11	11	Both
3.156	Gladstone Road	Chalmers Road	0	7	7	Both
3.157	Gladstone Road	Clarence Street	0	5	5	LHS
3.158	Gladstone Road	Cobden Street	170	186	16	LHS
3.159	Gladstone Road	Cobden Street	121	138	17	RHS
3.160	Gladstone Road	Cobden Street	0	4	4	Both
3.161	Gladstone Road	Collins Street	164	171	7	LHS
3.162	Gladstone Road	Collins Street	0	10	10	Both
3.163	Gladstone Road	Cook Street	0	5	5	Both
3.164	Gladstone Road	Customhouse Street	44	52	8	LHS
3.165	Gladstone Road	Desmond Road	0	7	7	Both
3.166	Gladstone Road	Grafton Road	0	10	10	Both
3.167	Gladstone Road	Mill Road	33	62	29	Both
3.168	Gladstone Road	Mill Road	0	9	9	Both
3.169	Gladstone Road	Reads Quay	9	29	20	RHS
3.170	Gladstone Road	Stanley Road	64	89	25	RHS
3.171	Gladstone Road	Stanley Road	20	67	47	LHS
3.172	Gladstone Road	Steed Avenue	0	8	8	Both
3.173	Gladstone Road	Wellington Street	0	5	5	Both
3.174	Graham Road	De Lautour Road	113	163	50	RHS
3.175	Graham Road	De Lautour Road	100	140	40	LHS
3.176	Graham Road	Iranui Road	47	157	110	LHS
3.177	Graham Road	Iranui Road	60	117	57	RHS
3.178	Graham Road	Iranui Road	131	138	7	RHS
3.179	Graham Road	Dominey Street	0	7	7	Both
3.180	Grey Street	River	0	10	10	End
3.181	Grey Street	Palmerston Road	26	37	11	RHS
3.182	Grey Street	Palmerston Road	46	57	11	RHS
3.183	Grey Street	Palmerston Road	60	70	10	RHS
3.184	Grey Street	Palmerston Road	70	78	8	RHS
3.185	Grey Street	Palmerston Road	89	95	6	RHS
3.186	Grey Street	Palmerston Road	102	107	5	RHS
3.187	Grey Street	Gladstone Road	52	57	5	RHS

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.188	Grey Street	Gladstone Road	53	59	6	LHS
3.189	Grey Street	Gladstone Road	90	97	7	LHS
3.190	Grey Street	Gladstone Road	101	108	7	LHS
3.191	Grey Street	Gladstone Road	90	100	10	RHS
3.192	Grey Street	Childers Road	6	12	6	RHS
3.193	Grey Street	Kahutia Street	110	180	70	LHS
3.194	Grey Street	Kahutia Street	143	204	61	RHS
3.195	Grey Street	Salisbury Road	36	41	5	RHS
3.196	Grey Street	Kahutia Street	0	11	11	All
3.197	Gwyneth Place	Joanne Street	112	146	34	RHS
3.198	Hall Street	Railway Lane	39	53	14	LHS
3.199	Hall Street	Railway Lane	47	53	6	RHS
3.200	Hardy Lane	Bright Street	48	54	6	RHS
3.201	Hardy Lane	Bright Street	83	95	12	RHS
3.202	Hardy Lane	Bright Street	83	95	12	LHS
3.203	Hardy Lane	Bright Street	0	23	23	Both
3.204	Hirini Street	Crawford Road	241	254	13	LHS
3.205	Huxley Road	De Lautour Road	8	23	15	LHS
3.206	Huxley Road	De Lautour Road	8	23	15	RHS
3.207	Huxley Road	Lyell Road	87	131	44	Both
3.208	Innes Street	Stanley Road	0	41	41	Both
3.209	Innes Street	Stanley Road	41	77	36	LHS
3.210	Innes Street	Stanley Road	432	657	225	LHS
3.211	Innes Street	Stanley Road	818	826	8	LHS
3.212	Iranui Road	Graham Road	0	21	21	LHS
3.213	Kahutia Street	Customhouse Street	83	90	7	RHS
3.214	Kahutia Street	Customhouse Street	94	99	5	RHS
3.215	Kahutia Street	Cobden Street	0	20	20	RHS
3.216	Kahutia Street	Customhouse Street	0	6	6	Both
3.217	Kahutia Street	Lowe Street	0	6	6	All
3.218	Kahutia Street	Peel Street	0	7	7	All
3.219	Kahutia Street	Bright Street	0	7	7	All
3.220	Kahutia Street	Grey Street	0	9	9	All
3.221	Kaiti Beach Road	Rakaiatane Road	0	71	71	LHS
3.222	Knox Street	School Field	0	9	9	LHS
3.223	Knox Street	School Field	21	35	14	RHS
3.224	Knox Street	School Field	18	26	8	LHS
3.225	Leith Street	Disraeli Street	185	208	23	RHS
3.226	Lowe Street	Reads Quay	0	4	4	Both
3.227	Lowe Street	Reads Quay	34	40	6	RHS
3.228	Lowe Street	Childers Road	3	9	6	All
3.229	Lowe Street	Childers Road	20	27	7	Both
3.230	Lowe Street	Childers Road	38	49	11	RHS
3.231	Lowe Street	Childers Road	80	103	23	RHS
3.232	Lowe Street	Childers Road	122	128	6	LHS
3.233	Lowe Street	Kahutia Street	447	456	9	All
3.234	Lytton Road	Ormond Road	9	18	9	RHS
3.235	Lytton Road	Potae Ave	0	37	37	RHS
3.236	Lytton Road	Stout Street	27	36	9	LHS
3.237	Lytton Road	Byron Street	150	159	9	RHS

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.238	Lytton Road	Byron Street	175	179	4	RHS
3.239	Lytton Road	Byron Street	52	192	140	LHS
3.240	Lytton Road	Gladstone	13	36	23	LHS
3.241	Lytton Road	Bulwer Road	191	214	23	RHS
3.242	Lytton Road	Karamu Street	62	70	8	RHS
3.243	Lytton Road	Karamu Street	80	90	10	RHS
3.244	Lytton Road	Titoki Street	113	119	6	LHS
3.245	Lytton Road	Titoki Street	9	31	22	LHS
3.246	Lytton Road	Birrell Street	8	38	30	RHS
3.247	Lytton Road	Munro Street	18	102	84	RHS
3.248	Lytton Road	Parker Street	159	196	37	LHS
3.249	Lytton Road	Munro Street	66	120	54	LHS
3.250	Lytton Road	Andrew Street	111	54	-57	RHS
3.251	MacDonald Street	Childers Road	207	213	6	All
3.252	Mill Road	Gladstone Road	14	20	6	Both
3.253	Mill Road	Noel Bull Ave	105	131	26	Both
3.254	Mill Road	Noel Bull Ave	0	5	5	RHS
3.255	Nelson Road	Anita Grove	186	194	8	Both
3.256	Ormond Road	Hall Street	194	203	9	RHS
3.257	Ormond Road	Hall Street	117	151	34	LHS
3.258	Ormond Road	Ballance Street	5	21	16	LHS
3.259	Ormond Road	Wi Pere Street	18	47	29	LHS
3.260	Ormond Road	Wi Pere Street	258	306	48	RHS
3.261	Ormond Road	Wi Pere Street	266	290	24	LHS
3.262	Ormond Road	Wi Pere Street	335	411	76	LHS
3.263	Ormond Road	Wi Pere Street	418	443	25	RHS
3.264	Ormond Road	Sheridan Street	264	298	34	LHS
3.265	Ormond Road	Rua Street	5	48	43	RHS
3.266	Ormond Road	Ada Beer Place	468	476	8	LHS
3.267	Ormond Road	Valley Road	58	105	47	RHS
3.268	Ormond Road	Charles Street	4	29	25	RHS
3.269	Ormond Road	Charles Street	50	65	15	LHS
3.270	Ormond Road	Mary Street	7	23	16	LHS
3.271	Ormond Road	Mary Street	245	514	269	RHS
3.272	Ormond Road	Lytton Road	0	120	120	LHS
3.273	Ormond Road	Ruru Avenue	0	11	11	LHS
3.274	Ormond Road	Vogel Street	5	14	9	Both
3.275	Ormond Road	Rutene Road	86	156	70	Both
3.276	Palmerston Road	Peel Street	3	9	6	LHS
3.277	Palmerston Road	Peel Street	35	41	6	LHS
3.278	Palmerston Road	Peel Street	8	50	42	RHS
3.279	Palmerston Road	Peel Street	92	109	17	LHS
3.280	Palmerston Road	Peel Street	97	116	19	RHS
3.281	Palmerston Road	Bright Street	7	63	56	RHS
3.282	Palmerston Road	Bright Street	9	19	10	LHS
3.283	Palmerston Road	Bright Street	37	59	22	LHS
3.284	Palmerston Road	Grey Street	235	248	13	All
3.285	Palmerston Road	Derby Street	357	374	17	All
3.286	Palmerston Road	Cobden Street	591	600	9	All
3.287	Palmerston Road	Cobden Street	124	128	4	LHS

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.288	Palmerston Road	Carnarvon Street	815	823	8	LHS
3.289	Palmerston Road	Carnarvon Street	97	123	26	RHS
3.290	Palmerston Road	Disraeli Street	1065	1072	7	All
3.291	Palmerston Road	Roebuck Road	1259	1272	13	All
3.292	Parkinson Street	Innes Street	39	57	18	RHS
3.293	Parkinson Street	Innes Street	84	105	21	RHS
3.294	Parkinson Street	Solander Street	91	135	44	LHS
3.295	Parkinson Street	Solander Street	385	402	17	LHS
3.296	Peel Street	Palmerston Road	9	25	16	RHS
3.297	Peel Street	Reads Quay	82	90	8	LHS
3.298	Peel Street	Reads Quay	110	119	9	LHS
3.299	Peel Street	Gladstone Road	62	65	3	LHS
3.300	Peel Street	Gladstone Road	112	116	4	LHS
3.301	Peel Street	Childers Road	0	5	5	LHS
3.302	Peel Street	Childers Road	0	9	9	RHS
3.303	Peel Street	Childers Road	76	91	15	RHS
3.304	Peel Street	Childers Road	23	31	8	RHS
3.305	Peel Street	Kahutia Street	0	0	0	ALL
3.306	Pickering Street	Huxley Road	49	56	7	Both
3.307	Pickering Street	Huxley Road	59	63	4	RHS
3.308	Pitt Street	Reads Quay	0	6	6	LHS
3.309	Pitt Street	Reads Quay	156	159	3	LHS
3.310	Potae Avenue	Lytton Road	0	8	8	RHS
3.311	Potae Avenue	Lytton Road	23	49	26	RHS
3.312	Rakaiaatane Road	Crawford Road	0	660	660	LHS
3.313	Reads Quay	Gladstone Road	5	17	12	Both
3.314	Reads Quay	Gladstone Road	141	147	6	LHS
3.315	Reads Quay	Gladstone Road	141	144	3	RHS
3.316	Reads Quay	Childers Road	0	7	7	RHS
3.317	Reads Quay	Childers Road	64	72	8	RHS
3.318	Reads Quay	Pitt Street	0	5	5	RHS
3.319	Reads Quay	Pitt Street	25	38	13	RHS
3.320	Reads Quay	Pitt Street	32	47	15	LHS
3.321	Reads Quay	Gladstone Road	0	16	16	RHS
3.322	Reads Quay	Gladstone Road	0	5	5	LHS
3.323	Reads Quay	Gladstone Road	55	72	17	LHS
3.324	Reads Quay	Gladstone Road	82	100	18	RHS
3.325	Reads Quay	Gladstone Road	147	174	27	RHS
3.326	Reads Quay	Lowe street	0	21	21	RHS
3.327	Reads Quay	Lowe street	81	88	7	LHS
3.328	Roebuck Road	Heron Place	0	7	7	LHS
3.329	Roebuck Road	Heron Place	62	76	14	RHS
3.330	Roebuck Road	Aberdeen Road	6	21	15	RHS
3.331	Roebuck Road	Root Street	5	11	6	LHS
3.332	Roebuck Road	Root Street	54	66	12	LHS
3.333	Roebuck Road	Williams Street	0	15	15	RHS
3.334	Roebuck Road	Williams Street	0	93	93	LHS
3.335	Roebuck Road	Norman Road	0	168	168	RHS
3.336	Roebuck Road	Norman Road	179	184	5	RHS
3.337	Roebuck Road	Norman Road	195	200	5	RHS

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.338	Roebuck Road	Palmerston Road	0	47	47	LHS
3.339	Roebuck Road	Leith Street	0	10	10	LHS
3.340	Roebuck Road	Leith Street	31	37	6	LHS
3.341	Roebuck Road	Leith Street	44	55	11	LHS
3.342	Roebuck Road	Childers Road	988	997	9	RHS
3.343	Roebuck Road	Childers Road	1012	1031	19	LHS
3.344	Roebuck Road	Childers Road	1014	1026	12	RHS
3.345	Roebuck Road	Gladstone Road	261	279	18	LHS
3.346	Roebuck Road	Gladstone Road	303	319	16	RHS
3.347	Roebuck Road	Gladstone Road	326	340	14	LHS
3.348	Roebuck Road	Childers Road	0	70	70	Both
3.349	Roebuck Road	Childers Road	82	175	93	LHS
3.350	Roebuck Road	Childers Road	88	93	5	RHS
3.351	Roebuck Road	Childers Road	175	232	57	RHS
3.352	Roebuck Road	Anzac Street	0	31	31	Both
3.353	Rua Street	Ormond Road	8	17	9	Both
3.354	Rua Street	Perry Street	16	49	33	Both
3.355	Rua Street	Perry Street	71	96	25	Both
3.356	Rua Street	Perry Street	13	47	34	Both
3.357	Rutene Road	Tyndall Road	52	196	144	LHS
3.358	Rutene Road	Craig Road	214	249	35	Both
3.359	Rutene Road	De Lautour Road	10	21	11	LHS
3.360	Rutene Road	Hinaki Street	201	223	22	RHS
3.361	Salisbury Road	Grey Street	70	76	6	LHS
3.362	Salisbury Road	Grey Street	80	85	5	RHS
3.363	Salisbury Road	Grey Street	215	220	5	LHS
3.364	Salisbury Road	Grey Street	224	227	3	RHS
3.365	Salisbury Road	Roberts Road	5	10	5	LHS
3.366	Salisbury Road	Roberts Road	15	20	5	RHS
3.367	Salisbury Road	Roberts Road	126	131	5	LHS
3.368	Salisbury Road	Roberts Road	136	141	5	RHS
3.369	Sheridan Street	Ormond Road	0	5	5	Both
3.370	Stanley Road	Gladstone Road	25	30	5	LHS
3.371	Stanley Road	Gladstone Road	21	42	21	RHS
3.372	Stanley Road	Gladstone Road	51	56	5	LHS
3.373	Stanley Road	Bayley Street	5	10	5	Both
3.374	Stanley Road	Gladstone Road	262	268	6	RHS
3.375	Stanley Road	School Road	493	501	8	Both
3.376	Stanley Road	Lyndhurst Street	0	12	12	Both
3.377	Stanley Road	Anzac Street	1435	1481	46	Both
3.378	Stanley Road	Train Tracks	0	68	68	LHS
3.379	Stanley Road	Train Tracks	0	43	43	RHS
3.380	Stanley Road	Innes Street	90	117	27	LHS
3.381	Stanley Road	Innes Street	131	167	36	LHS
3.382	Stanley Road	Innes Street	53	86	33	RHS
3.383	Stanley Road	Innes Street	137	142	5	RHS
3.384	Stanley Road	Awapuni Road	0	30	30	Both
3.385	Stevenson Lane	North	0	13	13	RHS
3.386	Stevenson Lane	West	0	12	12	RHS
3.387	Stout Street	Fitzherbert Street	3	10	7	Both

Table 3 (cont): Resolutions concerning stopping, standing and parking under clause 7 of the Traffic and						
A	B	C	D	E	F	G
Res ID#	Road	Intersection	Start	End	Total	Side
3.388	Stout Street	Whitmore Street	30	43	13	LHS
3.389	Stout Street	Fitzhebert Street	42	69	27	RHS
3.390	Stout Street	Elm Street	170	265	95	RHS
3.391	Stout Street	Pine Street	111	135	24	Both
3.392	Stout Street	Ward Street	30	65	35	Both
3.393	Stout Street	Whitmore Street	0	5	5	Both
3.394	Stout Street	Atkinson Street	0	12	12	All
3.395	Temple Street	Derby Street	91	103	12	Both
3.396	Titoki Street	Childers Road	0	24	24	LHS
3.397	Tupaea Street	Innes Street	210	224	14	LHS
3.398	Turenne Street	De Lautour Road	17	23	6	LHS
3.399	Turenne Street	De Lautour Road	39	48	9	LHS
3.400	Turenne Street	De Lautour Road	54	70	16	LHS
3.401	Vogel Street	Ormond Road	0	32	32	LHS
3.402	Vogel Street	Ormond Road	0	11	11	RHS
3.403	Vogel Street	Ormond Road	57	70	13	LHS
3.404	Vogel Street	Ormond Road	79	114	35	RHS
3.405	Vogel Street	Ormond Road	72	83	11	LHS
3.406	Wainui Road (SH35)	Rutene Road	9	20	11	RHS
3.407	Wainui Road (SH35)	Rutene Road	175	186	11	RHS
3.408	Wainui Road (SH35)	Rutene Road	204	215	11	RHS
3.409	Wainui Road (SH35)	Rutene Road	250	259	9	LHS
3.410	Wainui Road (SH35)	Rutene Road	290	312	22	RHS
3.411	Wainui Road (SH35)	Rutene Road	261	295	34	RHS
3.412	Wainui Road (SH35)	Craig Road	319	329	10	RHS
3.413	Wainui Road (SH35)	Rutene Road	399	412	13	LHS
3.414	Wainui Road (SH35)	Endcliffe Road	4	11	7	LHS
3.415	Wainui Road (SH35)	Endcliffe Road	47	76	29	LHS
3.416	Wainui Road (SH35)	Endcliffe Road	197	206	9	LHS
3.417	Wainui Road (SH35)	London Street	7	58	51	RHS
3.418	Wainui Road (SH35)	Craig Road	319	333	14	RHS
3.419	Wainui Road (SH35)	Crawford Road	8	53	45	LHS
3.420	Wainui Road (SH35)	Crawford Road	293	297	4	RHS
3.421	Wainui Road (SH35)	De Lautour Road	5	56	51	RHS
3.422	Wainui Road (SH35)	Shaw Street	7	15	8	RHS
3.423	Wainui Road (SH35)	Lewis Street	3	9	6	RHS
3.424	Wainui Road (SH35)	Lewis Street	125	131	6	RHS
3.425	Wainui Road (SH35)	Ropata Street	5	10	5	LHS
3.426	Wainui Road (SH35)	Maude Street	8	63	55	RHS
3.427	Wainui Road (SH35)	Maki Street	4	10	6	RHS
3.428	Wainui Road (SH35)	Dickson Street	2860	2865	5	LHS
3.429	Wainui Road (SH35)	Dickson Street	82	88	6	LHS
3.430	Wainui Road (SH35)	Parau Street	0	60	60	LHS
3.431	Wainui Road (SH35)	Stevenson Lane	2990	2995	5	RHS
3.432	Wainui Road (SH35)	Harris Street	47	54	7	RHS
3.433	Wainui Road (SH35)	Harris Street	68	293	225	RHS
3.434	Wainui Road (SH35)	Esplanade	0	84	84	LHS
3.435	Wainui Road (SH35)	Esplanade	100	117	17	LHS
3.436	Wi Pere Street	Stout Street	0	23	23	RHS

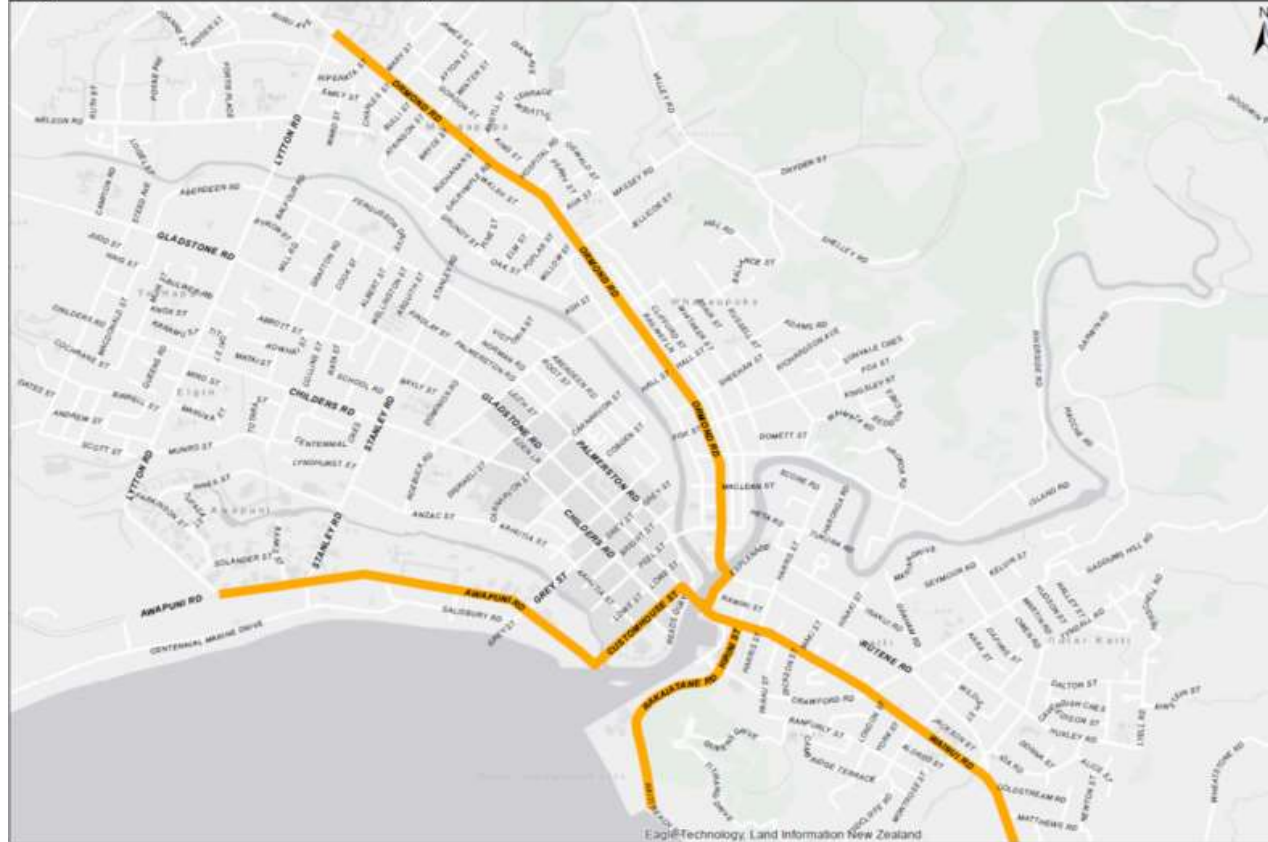
Table 4 : District wide resolutions concerning stopping standing and parking under clause 7 of the Traffic and Parking Bylaw 2021

Res ID#	Resolution
4.1	The following resolution is made under clause 7 of the Tairāwhiti Traffic and Parking Bylaw 2021, the stopping, standing or parking of a heavy motor vehicle that has a gross weight exceeding 8,000kg is prohibited for a period of more than 60 minutes in any public place where there is adjacent residential zoned land on either side of the road, except on arterial routes as defined in the Tairāwhiti Resource Management Plan.

Table 13 : Resolutions concerning the control of vehicles on roads under clause 20 of the Traffic and Parking Bylaw 2021

Res ID#	Resolution
14.1	The following resolution is made under clause 20 of the Tairāwhiti Traffic and Parking Bylaw 2021, without the prior written consent of Council the transport of stock in a heavy motor vehicle on urban roads, except on arterial routes as defined in the Tairāwhiti Resource Management Plan, is prohibited.
14.2	The following resolution is made under clause 20 of the Tairāwhiti Traffic and Parking Bylaw 2021, without the prior written consent of Council, heavy vehicles transiting the Gisborne city urban area are restricted to State Highway 35 and Ormond Road, Esplanade, Hirini Street, Rakaiatane Road and Kaiti Beach Road, as indicated in figure 14.2.1 forming part of the resolution.

Figure 14.2.1: Resolution 14.2 - Heavy vehicle route restrictions



The following resolution is made under clause 8 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw").

In this resolution, unless the context otherwise requires:

(a) terms have the same meaning as they do in the Bylaw; and

(b) approved disabled person's parking permit has the same meaning as in the Land Transport (Road User) Rule 2004. a valid mobility parking permit issued by CCS Disability Action.

(c) disabled parking area means any area described in table 9 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance between the start and end points specified in column E and F respectively, on the side of the road indicated in column H.

All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Related Information: Parking in a disabled parking area is restricted by clause 6.4 of the Land Transport Rule.

Table 5 Resolutions concerning special vehicle parking Parking (MOBILITY)

Columns									
A	B	C	D	E	F	G	H	I	J
ResID	Road	Intersection	Parking Restriction	Start	End	Total	Side	Description	Time Limit
5.1	Bright Street	Childers Road	Mobility Park	26	38	12	RHS	2 parks	
5.2	Centennial Marine Drive	Salisbury Road	Mobility Park	424	429	5	RHS	Olympics pools	
5.3	Centennial Marine Drive	Salisbury Road	Mobility Park	435	438	3	RHS	Olympics pools	
5.4	Customhouse Street	Gladstone Road	Mobility Park	110	114	4	LHS		
5.5	Derby Street	Gladstone Road	Mobility Park	51.6	58.8	7.2	RHS	M18	2hr Restriction
5.6	Disraeli Street	Childers Road	Mobility Park	145	150	5	RHS		
5.7	Fitzherbert Street	Ormond Road	Mobility Park	30	33	3	LHS	P60	
5.8	Fitzherbert Street	Ormond Road	Mobility Park	35	38	3	LHS	P60	
5.9	Fitzherbert Street	Ormond Road	Mobility Park	88	91	3	LHS	P60	
5.10	Gladstone Road	Customhouse Street	Mobility Park	55	59	4	LHS	M82A	2hr Restriction
5.11	Gladstone Road	Lowe Street	Mobility Park	10	27	17	RHS	M115 & 115A	2hr Restriction
5.12	Gladstone Road	Lowe Street	Mobility Park	83	98	15	LHS	M52 & M52A	2hr Restriction
5.13	Gladstone Road	Peel Street	Mobility Park	11	25	14	RHS	M117 & M117A	2hr Restriction
5.14	Gladstone Road	Peel Street	Mobility Park	88	98	10	LHS	M50 & M50A	2hr Restriction
5.15	Gladstone Road	Grey Street	Mobility Park	44	51	7	LHS	M27A	2hr Restriction
5.16	Gladstone Road	Cobden Street	Mobility Park	27	34	7	RHS	P60	
5.17	Gladstone Road	Carnarvon Street	Mobility Park	144	151	7	RHS	P60	
5.18	Gladstone Road	Bright Street	Mobility Park	86	90	4	LHS	P29	2hr Restriction
5.19	Gladstone Road	Bright Street	Mobility Park	12	25	13	RHS	M134 & M134A	2hr Restriction
5.20	Gladstone Road	Reads Quay	Mobility Park	122	125	3	RHS	P30	
5.21	Gladstone Road	Stanley Road	Mobility Park	121	126	5	LHS		
5.22	Gladstone Road	Cobden Street	Mobility Park	10	16	6	LHS		
5.23	Grey Street	River	Mobility Park	99	103	4	LHS		
5.24	Grey Street	River	Mobility Park	174	177	3	RHS	P60	
5.25	Grey Street	Palmerston Road	Mobility Park	98	101	3	LHS	M146	2hr Restriction
5.26	Grey Street	Palmerston Road	Mobility Park	125	128	3	RHS	M166	2hr Restriction
5.27	Grey Street	Gladstone Road	Mobility Park	43	51	8	RHS	M28	2hr Restriction
5.28	Grey Street	Salisbury Road	Mobility Park	42	51	9	RHS		
5.29	Grey Street Carpark	Bright Street	Mobility Park	48	58	10	LHS	GCP	8hr Restriction
5.30	Hardy Lane	Bright Street	Mobility Park	5	11	6	RHS	M221	2hr Restriction
5.31	Kaiti Beach Road	Crawford Road	Mobility Park	558	572	14	RHS		
5.32	Lowe Street	Childers Road	Mobility Park	70	78	8	RHS		
5.33	Peel Street	Palmerston Road	Mobility Park	90	96	6	RHS	M116	2hr Restriction
5.34	Peel Street	Gladstone Road	Mobility Park	40	43	3	RHS	M51	2hr Restriction
5.35	Peel Street	Childers Road	Mobility Park	50	56	6	RHS		
5.36	Potae Avenue	Lytton Road	Mobility Park	8	12	4	LHS		

Table 5 (cont): Resolutions concerning special vehicle parking Parking (MOBILITY)

A	B	C	D	E	F	G	H	I	J
ResID	Road	Intersection	Parking Restriction	Start	End	Total	Side	Description	Time Limit
5.37	Reads Quay	Lowe Street	Mobility Park	5	10	5	LHS	M105	2hr Restriction
5.38	Reads Quay	Pitt Street	Mobility Park	6	11	5	LHS		
5.39	Stout Street	Fitzherbert Street	Mobility Park	82	90	8	LHS		
5.40	Stout Street	Fitzherbert Street	Mobility Park	122	130	8	LHS		
5.41	Stout Street	Mason Street	Mobility Park	287	296	9	LHS		
5.42	Turenne Street	De Lautour Road	Mobility Park	30	34	4	RHS		

The following resolutions are made under clause 8 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw").

The driver or person in charge of a vehicle must not stop, stand or park the vehicle in a Restricted Parking Area contrary to the restriction specified in column D during the time periods specified in column J.

In this resolution, unless the context otherwise requires,

(a) terms have the same meaning as in the Bylaw,

(b) Restricted Parking Area means any area described in table 2 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, the manner of parking restriction specified in column D, for the distance between the start and end points specified in column E and F respectively, on the side of the road indicated in column I.

All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Table 6 Resolutions concerning Restricted Parking in Gisborne City

Columns									
A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Parking Restriction	Start	End	Total	Side	Description	Time Limit
6.1	Esplanade	Cawford Road	Boat Trailer Parking	9	60	51	RHS		24hrs 7days
6.2	Works Car Park	Esplanade	Boat Trailer Parking Only	9	52	43	Both		24hrs 7days
6.3	Works Car Park	Cawford Road	Shared Public/Boat Trailer	9	48	39	Both		Boat trailer only before 8am, shared car/boat trailer parking thereafter - 7 Days
6.4	Bright Street	River	Loading Zone	10	15	5	LHS		P5 LZ
6.5	Bright Street	Childers Road	Loading Zone	20	26	6	RHS		P5 LZ
6.6	Central Street	Sheehan Street	Loading Zone	77	102	25	LHS	Central School	P5 8-9 am, 2.30 - 3.30pm Monday to Friday
6.7	Central Street	Sheehan Street	Loading Zone	82	105	23	RHS	Central School	P5 8-9 am, 2.30 - 3.30pm Monday to Friday
6.8	Customhouse Street	Gladstone Road	Loading Zone	12	25	13	RHS		Police and Goods vehicles only Loading Zone at all times
6.9	Gladstone Road	Reads Quay	Loading Zone	52	67	15	RHS		P5 Goods Vehicle Only
6.10	Gladstone Road	Reads Quay	Loading Zone	128	142	14	RHS		P5 Goods Vehicle Only
6.11	Gladstone Road	Lowe Street	Loading Zone	9	20	11	LHS		P5 Goods Vehicle Only
6.12	Gladstone Road	Peel Street	Loading Zone	8	21	13	LHS		P5 Goods Vehicle Only
6.13	Gladstone Road	Peel Street	Loading Zone	92	101	9	RHS		P5 LZ
6.14	Gladstone Road	Bright Street	Loading Zone	11	24	13	LHS		P5 Goods Vehicle Only
6.15	Gladstone Road	Grey Street	Loading Zone	9	19	10	LHS		P5 Goods Vehicle Only
6.16	Gladstone Road	Grey Street	Loading Zone	91	102	11	RHS		P5 Goods Vehicle Only
6.17	Grey Street	River	Loading Zone	160	163	3	RHS		P5 Goods Vehicle Only
6.18	Graham Road	De Lautour Road	Loading Zone	217	231	14	RHS	Te Wharau School	P 5 2:30 -3.30pm Monday to Friday
6.19	Palmerston Road	Bright Street	Loading Zone	63	69	6	RHS		P10 LZ
6.20	Peel Street	Reads Quay	Loading Zone	10	24	14	LHS		P5 Goods Vehicle Only
6.21	Peel Street	Palmerston Road	Loading Zone	122	135	13	RHS		P5 Goods Vehicle Only
6.22	Peel Street	Gladstone Road	Loading Zone	12	22	10	LHS		P5 LZ
6.23	Peel Street	Gladstone Road	Loading Zone	37	57	20	RHS		P5 Goods Vehicle Only Taxi Fri-Sat 9pm-4am
6.24	Peel Street	Gladstone Road	Loading Zone	121	135	14	LHS		P5 Goods Vehicle Only

Table 6 (cont): Resolutions concerning Restricted Parking in Gisborne City

A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Parking Restriction	Start	End	Total	Side	Description	Time Limit
6.25	Reads Quay	Gladstone Road	Loading Zone	9	22	13	LHS		P30 LZ Goods Vehilce Only
6.26	Reads Quay	Gladstone Road	Loading Zone	94	97	3	LHS		P15 LZ Goods Vehilce Only
6.27	Roebuck Road	Childers Road	Loading Zone	184	206	22	LHS	sborne intermediate Schd	P10 LZ 8.30am - 9.30am & 2.45pm - 3.30pm
6.28	The Esplanade	Wainui Road	Loading Zone	212	234	22	RHS		P5
6.29	Wainui Road	Rutene Road	Loading Zone	94	97	3	LHS	Kaiti School	P15 LZ
6.30	Rua Street	Ormond Road	Loading Zone	78	145	67	RHS	Managapa School	8.00-9.00am 2.30-3.30pm
6.31	Bright Street	Gladstone Road	Taxi Stand	14	35	21	RHS		
6.32	Carnarvan Street	Gladstone Road	Taxi Stand	32	46	14	RHS		
6.33	Lowe Street	Reads Quay	Taxi Stand	77	87	10	RHS		
6.34	Peel Street	Gladstone Road	Taxi Stand	37	57	20	RHS		P5 Goods Vehicle Only Taxi Fri-Sat 9pm-4am
6.35	Derby Street	Palmerston Road	Taxi Stand	96	120	24	LHS		9pm-4am Friday - Saturday
6.36	Derby Street	Childers Road	Taxi Stand	43	63	20	LHS		
6.37	Customhouse Street	Gladstone Road	Loading Zone	13	26	13	RHS		Police and Goods vehicles only at all times
6.38	Gladstone Road	Customhouse Street	Police Parks	10	23	13	LHS		Marked Police Vehicles Only
6.39	Gladstone Road	Peel Street	Motorcycle Park	98	101	3	LHS		Motorcycle Park Only
6.40	Gladstone Road	Grey Street	Motorcycle Park	90	97	7	LHS		Motorcycle Park Only
6.41	Grey Street	Palmerston Road	Motorcycle Park	147	155	8	RHS		Motorcycle Park Only
6.42	Lowe Street	Gladstone Road	Motorcycle Park	11	17	6	LHS		Motorcycle Park Only
6.43	Reads Quay	Gladstone Road	Motorcycle Park	141	144	3	RHS		Motorcycle Park Only
6.44	Palmerston Road	Grey Street	Motorcycle Park	83	89	6	RHS		Motorcycle Park Only
6.45	Roebuck Road	Gladstone Road	Motorcycle Park	42	50	8	RHS		Motorcycle Park Only
6.46	Grey Street	Palmerston Road	Pushbike Park	74	80	6	LHS		Pushbike Park Only
6.47	Gladstone Road	Cobden Street	Pushbike Park	9	14	5	LHS		Pushbike Park Only
6.48	Campion Road	Gladstone Road	No Truck Parking	0	211	211	RHS		Restricted 06.00 - 17.00
6.49	Campion Road	Gladstone Road	No Truck Parking	0	211	211	LHS		Restricted 06.00 - 17.00
6.50	Awapuni Road	Customhouse Street	No Parking Signs	12	168	156	LHS		"The Cut"
6.51	Childers Road	Titoki Street	Yellow Cordon	97	105	8	RHS		
6.52	Campion Road	Gladstone Road	Yellow Cordon	128	131	3	LHS		
6.53	Campion Road	Gladstone Road	Yellow Cordon	112	122	10	RHS		
6.54	Crawford Road	Esplanade	Yellow Cordon	74	91	17	RHS		
6.55	Disraeli Street	Childers Road	Yellow Cordon	150	153	3	RHS		
6.56	Findlay Street	Barry park	Yellow Cordon	19	27	8	RHS		Barry Park car park
6.57	Gladstone Road	Bright Street	Yellow Cordon	43	49	6	RHS		
6.58	Gladstone Road	Peel Street	Yellow Cordon	38	42	4	RHS		
6.59	Graham Road	Iranui Road	Yellow Cordon	42	48	6	RHS		Te Wharau School
6.60	Graham Road	Iranui Road	Yellow Cordon	53	57	4	RHS		Te Wharau School
6.61	Graham Road	Iranui Road	Yellow Cordon	117	131	14	RHS		Te Wharau School
6.62	Grey Street	Gladstone Road	Yellow Cordon	125	128	3	LHS		
6.63	Grey Street	Childers Road	Yellow Cordon	14	19	5	LHS		
6.64	Grey Street	Childers Road	Yellow Cordon	116	118	2	RHS		
6.65	Grey Street	Kahutia Street	Yellow Cordon	55	59	4	RHS		
6.66	Grey Street	River	Yellow Cordon	131	136	5	LHS		
6.67	Grey Street	River	Yellow Cordon	144	151	7	LHS		
6.68	Grey Street	River	Yellow Cordon	170	177	7	LHS		
6.69	Grey Car Park	Bright Street	Yellow Cordon	86	91	5	LHS		
6.70	Peel Street	Childers Road	Yellow Cordon	82	88	6	CNTR		

Table 6 (cont): Resolutions concerning Restricted Parking in Gisborne City

A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Parking Restriction	Start	End	Total	Side	Description	Time Limit
6.71	Peel Street	Childers Road	Yellow Cordon	97	116	19	CNTR		
6.72	Reads Quay	Lowe Street	Yellow Cordon	105	108	3	RHS		
6.73	Crawford Road	Esplanade	Boat Trailers Past this p	31	81	50	RHS		Monday - Sunday 24/7

The following resolutions are made under clause 8 of the Gisborne District Council Traffic and Parking Bylaw 2021 ("Bylaw").

The following areas are reserved as bus stops:

any area described in table 7 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, the manner of parking restriction specified in column D, for the distance from the side road centreline or feature specified in column F, on the side of the road indicated in column H.

All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Related Information: Part 6 of the Land Transport (Road User) Rule 2004 imposes restrictions in relation to stopping, standing or parking near these bus stops.

Table 7: Resolutions concerning Restricted Parking in Gisborne (BUS Stop)

Columns									
A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Parking Restriction	Park #	Distanc	Sign or Markin	Side	Shelter	Comments
7.1	Abbott Street(20)	Gladstone Road	Bus Stop	51	196	Sign	LHS		
7.2	Aberdeen Road	Cobham Street	Bus Stop	81	220	Sign	RHS		Ayton Park
7.3	Aberdeen Road (505)	Herbert Road	Bus Stop	121	35	Sign	RHS		
7.4	Aberdeen Road (537)	Stanley Road	Bus Stop	83	270	Marking	RHS		Eletrinet Sports
7.5	Aberdeen Road (621)	Cook Street	Bus Stop	186		Sign	RHS		Te Wiremu House
7.6	Andrew Street (4)	Lytton Steet	Bus Stop	60	90	Sign	LHS		
7.7	Andrew Street (40)	Tolerton Avenue	Bus Stop	61	61	Sign	LHS		
7.8	Andrew Street (40)	Redmond Street	Bus Stop	62	46	Sign	LHS		
7.9	Atkins Street	Lavenham Road	Bus Stop		55	Sign	LHS		
7.10	Blackpool Street (6)	Northcote Road	Bus Stop	57	50	Sign	LHS		
7.11	Bright Street	Palmerston Road	Bus Stop	4		Marking	LHS		
7.12	Centennial Cresent (32)	Childers Road	Bus Stop	55	120	Sign	LHS		
7.13	Chalmers Road (103)	Cochrane Street	Bus Stop	64	55	Sign	RHS		
7.14	Chalmers Road (103)	Birrell Street	Bus Stop	114	55	Sign	RHS		
7.15	Chalmers Road (105)	Oates Street	Bus Stop	63	55	Sign	RHS		
7.16	Chalmers Road (11)	Judd Street	Bus Stop	67	28	Sign	RHS		
7.17	Chalmers Road (51)	Wauchope Street	Bus Stop	66	0	Sign	RHS		
7.18	Chalmers Road (81)	Wauchope Street	Bus Stop	65	179	Sign	RHS		
7.19	Childers Road	Carnarvan Street	Bus Stop	44	45	Marking	RHS		
7.20	Childers Road	Derby Street	Bus Stop	43	175	Marking	RHS		Pak n Save
7.21	Childers Road	Derby Street	Bus Stop	42	50	Marking	RHS		Pak n Save
7.22	Childers Road	Grey Street	Bus Stop	41	18	Marking	RHS		
7.23	Childers Road	Disraeli Street	Bus Stop	45	130	Marking	RHS		YMCA
7.24	Childers Road (463)	Roebuck Road	Bus Stop	46/47	60	Sign	Both		
7.25	Childers Road (492)	Stanley Road	Bus Stop	54	62	Sign	LHS		

Table 7 (cont): Resolutions concerning Restricted Parking in Gisborne

A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Parking Restriction	Park #	Distance	Sign or Marking	Side	Shelter	Comments
7.26	Childers Road (537)	Collins Street	Bus Stop	53	0	Sign	LHS		
7.27	Childers Road (549)	Collins Street	Bus Stop	76	120	Sign	RHS		Orange Grove
7.28	Childers Road (625)	Ngaio Street	Bus Stop	74/75	195	Marking	Both		Whirikoka
7.29	Cliff Road	Main Road	Bus Stop		11	Sign	LHS		
7.30	Cliff Road	Main Road	Bus Stop		76	Sign or Marking	RHS		
7.31	Collins Street (19)	Abbott Street	Bus Stop	52	127	Sign	LHS		
7.32	Customhouse Street	Gladstone Road	Bus Stop	36/37	77	Marking	Both		Courthouse
7.33	Dalton Street (8)	Fleming Street	Bus Stop	12	32	Sign	LHS		
7.34	De Lautour Road (35)	Huxley Road	Bus Stop	23	103	Sign	LHS		
7.35	De Lautour Road (61)	Daphne Street	Bus Stop	22	129	Sign	LHS		IllminiStreeter
7.36	De Lautour Road (85)	Daphne Street	Bus Stop	21	50	Sign	LHS		
7.37	De Lautour Road (99)	Owen Road	Bus Stop		43	Sign	LHS		
7.38	Endevour (4)	Centennial Crescent	Bus Stop		42	Sign	LHS		
7.39	Gladstone Road	Roebuck Road	Bus Stop	48	210	Sign	Both		Carpet Court
7.40	Gladstone Road	Mill Road	Bus Stop		0	Marking	LHS		Markings - no sign
7.41	Gladstone Road	Derby Street	Bus Stop		131	Marking	Both	Shelter	Pak n Save
7.42	Gladstone Road	Carnarvan Street	Bus Stop		44	Marking	LHS	Shelter	Countdown
7.43	Gladstone Road	Disraeli Street	Bus Stop		142	Marking	Both		Recco
7.44	Gladstone Road	Stanley Road	Bus Stop	49	50	Marking	Both		Rectory
7.45	Gladstone Road (379)	Carnarvan Street	Bus Stop		93	Marking	RHS		
7.46	Gladstone Road (459)	Roebuck Road	Bus Stop	120	95	Sign	RHS		
7.47	Gladstone Road (586)	Desmond Road	Bus Stop	50	66	Marking	LHS		
7.48	Gladstone Road (624)	Collins Street	Bus Stop		57	Sign	Both		
7.49	Gladstone Road (689)	Cook Street	Bus Stop		161	Sign	RHS		
7.50	Gladstone Road (747)	Lytton Road	Bus Stop	69	80	Sign	RHS		
7.51	Gladstone Road (791)	Aberdeen Road	Bus Stop	68	60	Sign	RHS		
7.52	Grey Street	Kahutia Street	Bus Stop	81	102	Marking	RHS	Shelter	Information centre
7.53	Hasiman Road	Back Ormond Road	Bus Stop		20	Sign	RHS		
7.54	Huxley Road (72)	Ida Road	Bus Stop	9	187	Marking	RHS	Shelter	
7.55	Ida Road (15)	Lorraine Street	Bus Stop	13	88	Sign	LHS		
7.56	Ida Road 45	Donna Street	Bus Stop		0	Sign	LHS		
7.57	Joanne Street	Gwyneth Place	Bus Stop		10	Sign	LHS	Shelter	
7.58	James Street (19)	Ayton Street	Bus Stop	124	60	Sign	RHS		
7.59	Kahutia Street	Bright Street	Bus Stop	40	46	Sign	Both		
7.60	Kahutia Street (139)	Peel Street	Bus Stop		5	Sign	LHS		Turanga Ararau
7.61	Kahutia Street	Lowe Street	Bus Stop		96	Marking	RHS		Bunnings
7.62	Kahutia Street	Customhouse Street	Bus Stop	38/39	20	Marking	Both		Three rivers Medical
7.63	Lawrence Street (11)	Lawrence Place	Bus Stop	119	185	Sign	LHS		
7.64	Lawrence Street (55)	Lawrence Place	Bus Stop	118	63	Sign	RHS		
7.65	London Street (6)	Wainui Road	Bus Stop	30	187	Sign	LHS		
7.66	Lytton Road (102)	Aberdeen Road	Bus Stop	77/78	287	Marking	Both		Harry Barker
7.67	Lytton Road (139)	Gladstone Road	Bus Stop	70/71	94	Sign	Both		
7.68	Lytton Road (16)	Keiha Street	Bus Stop	102/103	46	Marking	Both		Lytton WeStreet
7.69	Lytton Road (169)	Bulwer Street	Bus Stop	7	114	Marking	RHS	Shelter	
7.70	Lytton Road (199)	Karamu Street	Bus Stop		67	Marking	RHS		
7.71	Lytton Road (222)	Titoki Street	Bus Stop	8	50	Marking	LHS	Shelter	Shops
7.72	Lytton Road (32)	Emily Street	Bus Stop	105/104	110	Marking	Both		Lytton High

Table 7 (cont): Resolutions concerning Restricted Parking in Gisborne

A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Parking Restriction	Park #	Distanc	Sign or Marking	Side	Shelter	Comments
7.73	Lytton Road (80)	Aberdeen Road	Bus Stop	79/80	83	Sign	Both		
7.74	Maki Street	Rutene Road	Bus Stop		172	Sign	LHS		BP Streetation
7.75	Monkhouse Street	Parkinson Street	Bus Stop		250	Sign	LHS		
7.76	Monkhouse Street	Endeavour Street	Bus Stop		96	Sign	LHS		
7.77	Munro Street (13)	Train	Bus Stop	59	350	Sign	LHS		
7.78	Munro Street (55)	Train	Bus Stop	58	50	Sign	LHS		
7.79	Murdoch Road	Edelsten Place	Bus Stop		4	Sign	RHS		
7.80	Newton Street (28)	Ailce Street	Bus Stop	14	40	Sign	RHS		
7.81	Ormond Road (60)	Stafford Street	Bus Stop		118	Sign	Both		
7.82	Ormond Road (118a)	Hall Street	Bus Stop	106/107	116	Sign	Both		
7.83	Ormond Road (15)	Fitzherbert Street	Bus Stop	112/113	56	Sign	Both		
7.84	Ormond Road (212)	Mangapapa Road	Bus Stop	88/89	70	Sign	LHS		
7.85	Ormond Road (221)	Wi Pere Street	Bus Stop	5	417	Marking	RHS	Shelter	GoRoadon's Pharmacy
7.86	Ormond Road (228)	Rua Street	Bus Stop	90/91	71	Marking	Both		Mangapapa School
7.87	Ormond Road (254)	Hospital Road	Bus Stop	92/93	57	Sign	Both		
7.88	Ormond Road (288A)	Buchanan Street	Bus Stop	96/97	50	Sign	LHS		
7.89	Ormond Road (293)	Hospital Road	Bus Stop	94/95	103	Sign	RHS		
7.90	Ormond Road (334)	Valley Road	Bus Stop	100/101	32	Sign	Both		
7.91	Ormond Road (355)	Winter Street	Bus Stop	98/99	110	Sign	LHS		Shops
7.92	Ormond Road (360)	Riperata Street	Bus Stop	5/116	370	Marking	LHS		
7.93	Ormond Road (44)	MacLean Street	Bus Stop	110/111	105	Sign	Both		
7.94	Ormond Road (74)	Fox Street	Bus Stop	108/109	91	Sign	Both		
7.95	Ormond Road(160)	Wi Pere Street	Bus Stop	86/87	83	Sign	Both		Evan's Funeral Services
7.96	Owen Road (41)	Tyndall Road	Bus Stop	1	205	Marking	LHS	Shelter	
7.97	Owen Road (69)	Tyndall Road	Bus Stop	20	36	Sign	LHS		
7.98	Paraone Road (13)	Worsley Street	Bus Stop	15	186	Sign	LHS		
7.99	Paraone Road (37)	Worsley Street	Bus Stop	16	47	Sign	LHS		
7.100	Paraone Road (63)	Murdoch Road	Bus Stop		190	Sign	LHS		
7.101	Pickering Street (34)	Dalton Street	Bus Stop	11	83	Sign	RHS		
7.102	Pickering Street (8)	Edison Street	Bus Stop	10	37	Sign	RHS		
7.103	Ranfury Street (75)	Endcliffe Road	Bus Stop	31	48	Sign	RHS		
7.104	Roebuck Road	Gladstone Road	Bus Stop		290	Marking	LHS		YMCA
7.105	Rutene Road	Hinaki Street	Bus Stop	28	36	Sign	LHS		
7.106	Rutene Road (183)	De Lautour Road	Bus Stop	26	274	Sign	LHS		
7.107	Rutene Road (209)	De Lautour Road	Bus Stop	24	100	Sign	LHS		
7.108	Rutene Road (109)	Maki Street	Bus Stop		205	Sign	LHS		
7.109	Rutene Road (5)	Hirini Street	Bus Stop		87	Sign	LHS		
7.110	Tyndall Road (177)	Halley Street	Bus Stop	117	63	Sign	RHS		
7.111	Tyndall Road (42)	Huxley Road	Bus Stop	2	51	Sign	RHS		
7.112	Valley Road (40)	James Street	Bus Stop	123	11	Sign	RHS		
7.113	Valley Road (6)	George Street	Bus Stop	122	11	Sign	RHS		
7.114	Wainui Road (224)	Craig Road	Bus Stop		175	Sign	RHS		YMCA - Kaiti
7.115	Wainui Road (502)	Rutene Road	Bus Stop	3	238	Marking	RHS	Shelter	Kaiti Mall
7.116	Wainui Road	Harris Street	Bus Stop	34/35	62	Sign	RHS		
7.117	Wainui Road	Maki Street	Bus Stop	32/33	81	Sign	Both		
7.118	Wainui Road	Maude Street	Bus Stop	29	37	Sign	RHS		
7.119	Wainui Road	Lewis Street	Bus Stop	27	42	Sign	RHS		

Table 7 (cont): Resolutions concerning Restricted Parking in Gisborne

A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Parking Restriction	Park #	Distance	Sign or Marking	Side	Shelter	Comments
7.120	Wainui Road (200)	Shaw Street	Bus Stop	25	28	Sign	Both		
7.121	Wainui Road (552)	Matthews Road	Bus Stop	19	30	Sign	RHS		
7.122	Wainui Road (576)	Worsley Street	Bus Stop	18	210	Sign	RHS		
7.123	Wainui Road	Wilson Street	Bus Stop		303	Sign	RHS		
7.124	Winter Street	James Street	Bus Stop	127	77	Sign	RHS		
7.125	Winter Street	James Street	Bus Stop	126	265	Sign	RHS		
7.126	Worsley Street (22)	Paraone Road	Bus Stop		52	Sign	RHS		
7.127	Worsley Street (4)	Steele Road	Bus Stop	17	56	Sign	RHS		

The following resolutions are made under clause 16 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw").
The driver of a vehicle (excepting riders of bicycles who may travel in the opposite direction specified in this resolution) on a One Way Road must travel only in the direction as specified in column I of table 8.
In this resolution, unless the context otherwise requires,
(a) terms have the same meaning as in the Bylaw,
(b) One Way Road means any area described in table 8 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance between the start and end points specified in column D and E respectively.
All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Table 8: Resolutions concerning One way Restrictions in Gisborne City

Columns									
A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Start	End	Distance	Sign or Marking	Side	Direction of Travel	Comment
8.1	Queens Drive	Ranfurly Street	130	710	580	Both	N/A		Poho-o-Rawiri Marae Entrance - 1st Lookout
8.2	Titirangi Drive	Queens Drive	0	1663	1663	Both	N/A		1st lookout - Cattle Stop
8.3	Gardner Place	Iranui Road	64	309	245	Sign	N/A		
8.4	Eden Place	Carnarvon Street	63	206	143	Both	N/A		
8.5	Elgin Lane	Lytton Road	0	125	125	Both	N/A		

The following resolutions are made under clause 8 of the Gisborne District Council Traffic and Parking Bylaw 2021 ("Bylaw").
The driver or person in charge of a vehicle must not stop, stand or park the vehicle in a Clearway during the hours of operation indicated in column J.

In this resolution, unless the context otherwise requires,

(a) terms have the same meaning as in the Bylaw,

(b) A Clearway means any area described in table 9 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance between the start and end points specified in column E and F respectively, on the side of the road indicated in column I.

All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Table 9 Resolutions concerning Clearway Restrictions in Gisborne City

Columns									
A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Description	Start	End	Distance	Sign or Marking	Side	Hours of operation
9.1	Gladstone Road	Customhouse Street	CLEARWAY	25	100	75	Both	LHS	11pm - 5am Mon-Sun
9.2	Gladstone Road	Customhouse Street	CLEARWAY	30	105	75	Both	RSH	11pm - 5am Mon-Sun
9.3	Peel Street	Gladstone Road	CLEARWAY	6	128	122	Both	LHS	11pm - 5am Mon-Sun
9.4	Peel Street	Gladstone Road	CLEARWAY	58	128	70	Both	RSH	11pm - 5am Mon-Sun
9.5	Rutene Road	Maki Street	CLEARWAY	67	106	39	Both	LHS	8- 9 am 2-3 pm Mon-Thur and 8-9 am 12.15 - 1.15 Fri
9.6	Rutene Road	Hinaki Street	CLEARWAY	181	192	11	Both	RSH	8- 9 am 2-3 pm Mon-Thur and 8-9 am 12.15 - 1.15 Fri

The following resolutions are made under clause 18 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw").

The parts of road a marked as a special vehicle lane in the form of a cycle lane are restricted to cycles at all times, except where interrupted by bus stops.

In this resolution, unless the context otherwise requires,

(a) terms have the same meaning as in the Bylaw,

(b) Special Vehicle Lane (Cycle Lane) means any area described in table 10 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance between the start and end points specified in column E and F respectively.

Table 10: Resolutions concerning Special Vehicle Lane (Cycle Lane) Restrictions in Gisborne City

Columns									
A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Description	Start	End	Distance	Sign or Marking	Side of Road	Comment
10.1	Childers Road	Peel Street	Painted Cycle Lane	15	3430	3415	Marking	Both	Peel Street to Chalmers Road
10.2	Ormond Road	Vogel Street	Painted Cycle Lane	13	3890	3877	Marking	Both	Vogel Street to Lytton
10.3	Gladstone Road	Derby Street	Painted Cycle Lane	35	3420	3385	Marking	Both	Derby Street to Campion Road
10.4	Lytton Road	Ormond Road	Painted Cycle Lane	27	37100	37073	Marking	Both	Ormond Road to Awapuni Road
10.5	Stanley Road	Gladstone Road	Painted Cycle Lane	58	1372	1314	Marking	Both	Gladstone Road to Awapuni road

The following resolutions are made under clause 18 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw").
 The parts of road a marked as a special vehicle lane in the form of a cycle lane are restricted to cycles at all times, except where interrupted by bus stops.
 In this resolution, unless the context otherwise requires,
 (a) terms have the same meaning as in the Bylaw,
 (b) Special Vehicle Lane (Cycle Lane) means any area described in table 10 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance between the start and end points specified in column E and F respectively.
 All traffic control devices corresponding to these restrictions (such as marking and signs) are authorised for the purposes of the Land Transport (Traffic Devices) Rule 2004.

Table 11: Resolutions concerning Shared Path Restrictions in Gisborne City

Columns									
A	B	C	D	E	F	G	H	I	J
ResID#	Road	Intersection	Description	Start	End	Distance	Sign or Marking	Side of Road	Comment
11.1	Crawford Road	Wainui Road	Separated Cycle lane	0	86	86	Both	LHS	Wainui Road to Hirini Street
11.2	Crawford Road	Wainui Road	Separated Cycle lane	86	920	834	Both	RHS	Wainui Road to Hirini Street

The following resolution is made under clause 17 of the Tairāwhiti Traffic and Parking Bylaw 2021 ("Bylaw"). The turning of any vehicle in contravention of a Left or Right turn restriction is prohibited. A Left or Right Turn restriction means any location described in table 12 below, being a place on the road specified in column B, from the side road centreline or feature specified in column C, for the distance from the side road centreline or feature specified in column D, for the direction of turning restriction indicated in column E.

Table 12: Resolutions concerning No Turn Restrictions in Gisborne City

Resolution ID#	Road	Description	Distance (M)	Asset Type
12.1	Stanely Road	Centennial Marine Drive	26	No Right Turn
12.2	Childers Road	Elgin Lane	0	No Right Turn
12.3	Awapuni Road	Awapuni School Entrance	0	No Right Turn
12.4	Reads Quay	SH35	0	No Right Turn
12.5	Esplanade	SH35	0	No Right Turn
12.6	Graham Road	Te Wharau School	0	No Right Turn

Traffic and Parking Bylaw 2021

Resolution Process Guide

For low significance Council resolutions made under the Traffic and Parking Bylaw 2021.

Council's new Traffic and Parking Bylaw 2021 (the bylaw) uses resolutions held in a register to apply the clauses in the bylaw to the specific locations. This allows changes to traffic and parking restrictions following consultation appropriate to the significance of the proposal.

Low significance matters only require one report to Sustainable Tairāwhiti (or an appropriate subcommittee). Consultation can be targeted provided staff can demonstrate they have engaged in accordance with section 82 of the Local Government Act 2002.

This document lays out the key elements of the process to consult on a low significance proposal and seek a new resolution from Council. Remember this is a legal matter, meaning the process, evidence and outcome are equally important. If in doubt speak to Strategic Planning or Legal Services. Attached is a Template for the communication plan (comms plan). Templates for the draft report and the resolutions are under development.

1. Define the issue	<ul style="list-style-type: none"> • <i>What is the problem you want to address?</i> • <i>Why is it a problem?</i>
2. Identify objective(s)	<ul style="list-style-type: none"> • <i>What is the desired outcome?</i> • <i>Keep in mind the objectives will inform the criteria for assessing the options</i>
3. Identify options for managing the issue	<ul style="list-style-type: none"> • <i>What are the options for managing the issue?</i> • <i>Always include the status quo</i> • <i>Think outside the box, don't give two bad options and steer Council towards your personal preference</i>
4. Assess options against your objective(s)	<ul style="list-style-type: none"> • <i>Do this for each option:</i> • <i>Does the option achieve the objective?</i> • <i>Is it cost effective?</i> • <i>What are the downsides (cost/benefit)</i>
5. Assess the significance of your preferred option (your proposal)	<ul style="list-style-type: none"> • <i>Use DocAssembler</i> • <i>Low significance = proceed with this process</i> • <i>Medium or high significance = Speak to Transport Planner and Communications</i>
6. Develop Communications Plan	<ul style="list-style-type: none"> • <i>See attached Comms plan Template</i>
7. Engage with affected/interested parties	<ul style="list-style-type: none"> • <i>Undertake engagement as per your Comms plan</i>
8. Consider submissions, amendments to the proposal	<ul style="list-style-type: none"> • <i>How many submissions?</i> • <i>Was there majority support or objection to the proposal?</i> • <i>Did the submissions raise any matters or options you had not considered?</i> • <i>Do you need to amend/reconsider the proposal?</i>
9. Submitters speak, Committee makes decision	<ul style="list-style-type: none"> • <i>Submitters electing to speak can do so at the Committee meeting prior to deliberations and decision.</i>
10. Close out consultation and implement	<ul style="list-style-type: none"> • <i>Inform submitters of the outcome and implementation date</i>

Communication Plan (Template)

Resolutions under the Traffic and Parking bylaw 2021

Use this template if your proposal is considered low significance under Council's significance and engagement policy. If your proposal scores medium or high you will need to engage with the communications team through the Comms Requests email - CommsRequests@gdc.govt.nz and seek further advice from Strategy on reporting and legislative requirements.

Resolutions to be passed under the Traffic and Parking Bylaw 2021 require prior community consultation undertaken in accordance with Section 82(1) of the Local Government Act 2002 - Principals of Consultation.

The below tables set out the principles and what you should consider to ensure your consultation complies with Section 82.

(a) that persons who will or may be affected by, or have an interest in, the decision or matter should be provided by the local authority with reasonable access to relevant information in a manner and format that is appropriate to the preferences and needs of those persons.	
Who are the affected/interested parties?	<ul style="list-style-type: none"> • <i>Residents/property owners</i> • <i>Businesses</i> • <i>Community groups, schools, etc</i> • <i>Other affected road users</i> • <i>Public transport operators</i> • <i>Stakeholders such as Chamber of Commerce, Federated Farmers, Eastland Wood Council, Eastland Port</i> • <i>Fire and ambulance services</i> • <i>Police</i>
Information provided	<ul style="list-style-type: none"> • <i>How will you tailor the information to the affected/interested parties</i>
What formats will the information be provided in?	<ul style="list-style-type: none"> • <i>Letters, fliers, website, social media posts, videos, face to face meetings, public meetings, drop-in sessions,</i>

(b) that persons who will or may be affected by, or have an interest in, the decision or matter should be encouraged by the local authority to present their views to the local authority:	
How were identified parties contacted?	<ul style="list-style-type: none"> • <i>Email, letter drop, print media, on-site signage, social media, radio</i>

(c) that persons who are invited or encouraged to present their views to the local authority should be given clear information by the local authority concerning the purpose of the consultation and the scope of the decisions to be taken following the consideration of views presented.

What is the purpose of the consultation?	<ul style="list-style-type: none"> <i>What is the question(s) you want answered</i>
What is the full scope of the decision?	<ul style="list-style-type: none"> <i>What is the practical effect of this decision on the affected/interested parties?</i>

(d) that persons who wish to have their views on the decision or matter considered by the local authority should be provided by the local authority with a reasonable opportunity to present those views to the local authority in a manner and format that is appropriate to the preferences and needs of those persons.

How long will consultation run?	<ul style="list-style-type: none"> <i>Start date and time, finishing date and time.</i>
What are the options for making submissions?	<ul style="list-style-type: none"> <i>Online, hard-copy, video, hearings</i>

(e) that the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.

Decision date, location	<ul style="list-style-type: none"> <i>Council meeting date</i>
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(f) that persons who present views to the local authority should have access to a clear record or description of relevant decisions made by the local authority and explanatory material relating to the decisions, which may include, for example, reports relating to the matter that were considered before the decisions were made.

What previous reports, data or studies are available and where can they be accessed?	<ul style="list-style-type: none"> <i>Website, in-person, email, phone.</i>
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Title: 21-283 Public Bus Transport Contracts Extension

Section: Journeys Infrastructure
Journeys Operations

Prepared by: Hanoa Morete - Network Technician

Meeting Date: Monday 13 December 2021

Legal: No

Financial: Yes

Significance: **Medium**

Report to COUNCIL for decision

PURPOSE

The purpose of this report is to seek Council approval to vary the term arrangements of its two public transport unit contracts to Go Bus to a new expiry date of 30 June 2025.

SUMMARY

This report will detail some upcoming factors that will influence how both contracts are run in future years such as:

- Regional Integrated Ticketing System (Bus Ticketing System)
- 2021–24 National Land Transport Programme (NLTP) review

The decisions or matters in this report are considered to be of **Medium** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

1. **Approves the variation of the term arrangements of both public transport unit contracts that Go Bus operates to a new expiry date of 30 June 2025.**

Authorised by:

David Wilson - Director Lifelines

Nedine Thatcher Swann - Chief Executive

Keywords: Go Bus, public transport, bus

BACKGROUND

1. Go Bus Transport Limited (Gisborne) have been operating the following public transport unit contracts below in a trusted and collaborative relationship with the Gisborne District Council's (GDC) Journeys Team:

Contract EW12-11: Gisborne City Bus Services

2. The current term arrangements for this contract were originally set from June 2013 to June 2019. On 2 May 2019, **Report 19-156** requesting an extension of this contract for a further three years until 2 June 2022 was approved by the Assets & Infrastructure Committee. Four buses service the four city bus routes respectively as part of this contract. The bus schedule operates from between 7.30am to 5pm from Monday to Friday with no weekend service.

Contract EW14-08: Gisborne School Bus Services

3. The current term arrangements for this contract were initially set for a full nine-year period from 2014 through to the end of the 2023 school year. Nine buses service all nine school bus routes across all four secondary schools and Gisborne Intermediate, all part of the KAITI SCHOOL BUS INITIATIVE. There is a morning and afternoon run for all nine routes which run from Monday to Friday, with no weekend service.

DISCUSSION and OPTIONS

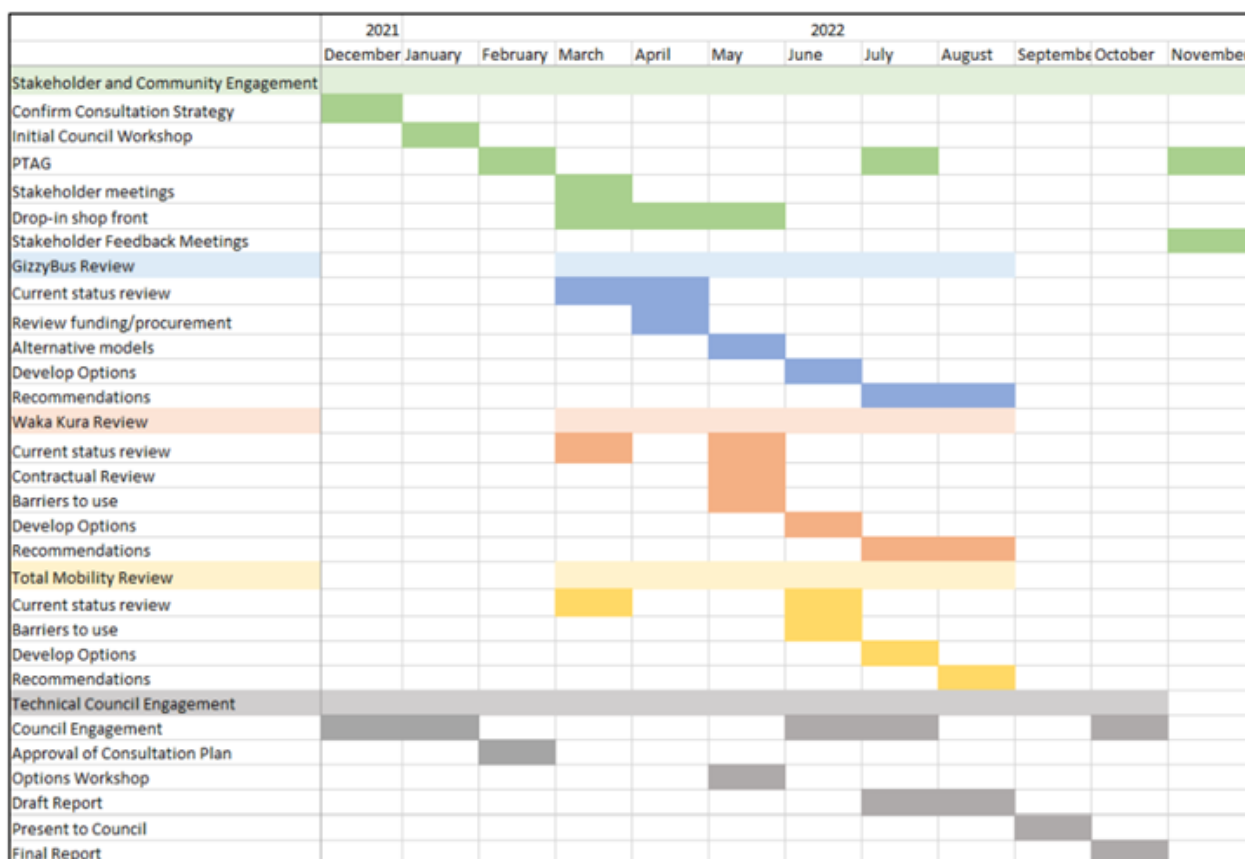
4. There are a few important public transport milestones coming over the next few financial years that will have significant impacts on both public transport unit contracts that are currently operated by GO BUS Gisborne. These milestones form the main reasoning behind why we believe both contract dates need to be extended to a new expiry date of 30 June 2025.

Regional Integrated Ticketing System (RITS)

5. Waka Kotahi has approved funding for the implementation of a new bus ticketing system for both public transport unit contracts for the 2021/22 financial year. The parameters for this funding approval were based on the existing bus fleet numbers that Go Bus Gisborne currently provide to operate both contracts.
6. There has already been some thorough RITS planning, coordination and discussions being undertaken between the Journeys Team and Go Bus Gisborne, with an anticipated date to go live with the new RITS system by 2 May 2022.
7. By extending both public transport unit contracts would allow Go Bus Gisborne drivers and staff to become accustomed to the new RITS system as quickly as possible.
8. In turn, not extending both contracts could potentially mean that we may have no certainty over who the operator may be at a crucial period in the RITS project, when we need to have this ticketing system rolled out within this current financial year as it is a requirement as part of Waka Kotahi's approved funding.

2021–24 National Land Transport Programme Review (NLTP)

9. The Journeys capital team recently appointed Abley consultants to undertake a comprehensive public transport network review for the current NLTP.
10. This involves undertaking a strategic review of the public transport services and network in the Gisborne district focused on how patronage can be increased, and services made more accessible and appealing to a greater proportion of residents and visitors.
11. In addition to a review of the commuter and school bus services and network, the review is to focus on improvements to the total mobility scheme and the Kaiti School bus initiative to find further viable ways of reducing barriers to the transport disadvantaged along with alternative funding options, and to find options for regional public transport solutions outside of the city.
12. The review will include an investigation into on-demand bus services which allows users to book a pick-up and drop-off, rather than following set routes and timetables. This model is currently being investigated by Waka Kotahi and several other regional councils – including Hawkes Bay and Bay of Plenty – and could be an opportunity for Gisborne.
13. The review will require a comprehensive approach to the region's multi-modal options relative to the projects and direction set by the Council's plans and strategies, including Long Term Plan, Regional Land Transport/Public Transport Plans, Spatial Plan, Infrastructure Strategy, Community Facilities Strategies, and Climate Change response.
14. Along with route design, variations and coverage to ensure wide accessibility throughout residential areas linking them to commercial hubs and community facilities will be considered.
15. The review should place emphasis on achieving positive environmental and stakeholder outcomes with community with Maori engagement, health and wellbeing and opportunities for local employment and businesses.
16. There is expectation to collaborate with Council's project leads in asset management, active transport, and road safety for alliance with related projects such as the network efficiency model, walking and cycling network, traffic and parking bylaw and speed reviews and other Road to Zero improvements to help provide a multi-modal approach to the review.
17. By extending the completion dates of both public transport unit contracts until 30 June 2025, it means that GDC and Go Bus have sufficient time to make suitable changes to these respective contracts with an eye to the next NLTP commencing in 2024.



Gantt Chart from Abley - Projected Timeframes

ASSESSMENT of SIGNIFICANCE

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Medium Significance

This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Medium Significance

This Report: Medium Significance

Inconsistency with Council's current strategy and policy

Overall Process: Medium Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Low Significance

This Report: Medium Significance

The level or history of public interest in the matter or issue

Overall Process: Low Significance

This Report: Low Significance

18. The decisions or matters in this report are considered to be of **Medium** significance in accordance with Council's Significance and Engagement Policy.

TANGATA WHENUA/MĀORI ENGAGEMENT

19. Although there will be some Tangata Whenua/Maori Engagement with regards to some of the milestones mentioned above, no tangata whenua or Maori engagement is required for this decision.

COMMUNITY ENGAGEMENT

20. Although there will be some Community Engagement with regards to some of the milestones mentioned above, there is no community engagement required for this decision.

CLIMATE CHANGE – Impacts / Implications

21. There is a belief that with the NLTP review impacting how the public transport network will operate here in Gisborne will hopefully mean an increase in bus patronage numbers.
22. By having more public transport options on the Gisborne roading network will hopefully mean improvements to the carbon footprint.

CONSIDERATIONS

Financial/Budget

Living Wage

23. The New Zealand Living Wage hourly rate for 2021/22 is \$22.75. It came into effect on 1 September 2021. The Living Wage concept is quite simple, yet such a powerful alternative – it is the hourly wage a worker needs to receive to ensure that they can function financially for the necessities of life and participate as an active citizen in the community.
24. Go Bus has provided a cost impact table to move their Gisborne drivers currently operating under the GDC contract to the living wage. The table shows the movement from their current hourly rate to the living wage as it is now at \$22.10 and then the uplift to the new rate of \$22.75 from 1 September 2021.

Calculation	\$ 20.50	\$ 22.10	\$ 22.75
Base Hours	16,736	16,736	16,736.00
Stat Holiday	-	-	-
Total Paid Hours	16,736	16,736	16,736
Wages			
Base Hours	\$ 343,088	\$ 369,866	\$ 380,744
Stat Holiday	\$ -	\$ -	\$ -
Gross	\$ 343,088	\$ 369,866	\$ 380,744
Kiwi Saver	\$ 10,293	\$ 11,096	\$ 11,422
ACC Levy	\$ 3,431	\$ 3,699	\$ 3,807
Sick Leave	\$ 6,862	\$ 7,397	\$ 7,615
Berevement Leave	\$ 3,431	\$ 3,699	\$ 3,807
Holiday Pay	\$ 27,447	\$ 29,589	\$ 30,460
Gross Final	\$ 394,551	\$ 425,345	\$ 437,856
Annualised Additional Cost	\$ -	\$ 30,794	\$ 43,304

Table 1. Cost Impact : Living Wage

25. These costs have yet to be implemented into the current contract and a contract extension would allow for a better lead in time. Discussions with Waka Kotahi have already commenced to gain a better understanding of Waka Kotahi's and Gisborne District Council's expectations to meet these costs.

Legal

26. There are no legal risks associated with this decision.

POLICY and PLANNING IMPLICATIONS

27. There are no policy implications resulting from this contract extension.

RISKS

28. There are no major risks associated with this decision.

NEXT STEPS

Date	Action/Milestone	Comments
13 December 2021	Dates for both public transport contracts (extended to 30 June 2025) are approved.	
Quarter 3 of the 2021/22 financial year	Funding arrangement sorted between Waka Kotahi and GDC to cover Living Wage Costs.	
2 May 2022	Implementation of RITS ticketing system for both public transport unit contracts.	

Title: **Town Beach Clean-Up Request for OPEX**

Section: Community Assets & Resources

Prepared by: Wiremu Tamati – Assets and Resources Manager

Meeting Date: 13 December 2021

Legal: No

Financial: Yes

Significance: **Low**

Report to COUNCIL for decision

PURPOSE

The purpose of this report is to request approval from Council for an additional unbudgeted operational expense to remove woody debris from Waikanae Beach to Midway Beach. While the additional expense is within the delegated authority of Council's Chief Executive, the cumulative cost of woody debris clean-ups this year has grown and should now be considered by Council.

SUMMARY

On 22 October 2021 Liveable Communities engaged a contractor to remove the woody debris from Midway and Waikanae Beaches which is consistent with what has been occurring annually as the material accumulates. This was completed at a cost of \$34,852 which included approximately 275m³ of woody debris. Three quotes were obtained for this work.

In early November 2021 immediately following the regular annual woody debris clean-up, a weather event dumped more woody debris on the Midway and Waikanae Beaches and three contractors were again requested to provide quotes for the subsequent removal. Two of the three contractors responded – and the most favourable quote (cost and scope considered) was to remove 1,500m³ at \$87,210 (+GST) to an offsite yard, and subsequent mulching \$34,656 (+GST).

Liveable Communities are requesting Council to approve the following:

Item	Cost (Excl. GST)
Removal	\$87,210
Mulch	\$34,656
Total	\$121,866

Costs to undertake the woody debris clean-up for Tolaga Bay and the main town beaches would have cumulatively equated to \$343,718 this year, should this unscheduled operational expenditure budget request be approved.

This is considered an unsustainable approach to addressing the issue which is in large part why a concurrent report is being presented '21-224 Woody Beach Debris Across Tairāwhiti - Addressing the Short Term Problem and Establishing a Long Term Council Position'. This report that was presented to the Audit & Risk Committee is being ratified concurrent to this report, and presents a proposed way forward for addressing the issue in the long term as future events occur.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

- 1. Notes total costs to date to remove woody debris from Gisborne City and Tolaga Bay beaches is \$222,000.**
- 2. Approves an additional unbudgeted expenditure of \$122,000 to remove woody debris from Midway to Waikanae Beaches as a result of the November 2021 storm event.**

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: beach clean-up, woody debris, Midway, Waikanae, beaches

BACKGROUND

1. Through Recreational Services the Liveable Communities team sought several contractors to provide a quote for this recent woody debris event. Only two contractors responded and only the one quote did not require a resource consent to complete the task. Recreational Services are involved through their standing parks maintenance contract with Council, and provide the procurement and health and safety credentials that are required for public beach woody debris removal.

Contractor	Quote (Less GST)	Comment
Quote 1	\$121,866.00	Mulched off site.
Quote 2	\$161,892.66	Mulched on site. Resource consent to mulch required.

DISCUSSION and OPTIONS

2. Woody debris on our beaches continues to accumulate, either through one-off storm events or incrementally over time as vegetation makes its way into our rivers and eventually onto the beach. No one owns this regional issue, and it is not going away.
3. Report '**21-224** Woody Beach Debris Across Tairāwhiti - Addressing the Short Term Problem and Establishing a Long Term Council Position', presented to the Audit & Risk Committee and being ratified concurrent to this report, presents a proposed way forward for addressing the issue in the long term as future events occur.
4. That report also outlined that the town beach clean-up commenced in October 2021 and was completed in time for Labour Weekend, as has been standard annual practice. The clean-up was managed by contractor, Recreational Services. The material was removed off-site and chipped elsewhere and will be used in a variety of ways.
5. A further storm event occurred in November 2021 and that report indicated that Council staff were investigating the scale of works required to clean-up the town beach (note, storm damage at Tolaga Bay as a result of this event was minimal and no additional clean-up is considered necessary). This investigation has now been completed and is the focus of this report.
6. Up to this point the costs incurred for woody debris clean-ups this year have been within the financial delegation of the Chief Executive. However, the cumulative costs due to the unforeseen scale of the clean-up at Tolaga Bay and additional storm events this year mean that it is now important that Council considers any further costs associated with this issue.
7. The costs incurred as part of the short term solution for 2021 are shown below (this includes the requested variation of \$121,866):

Areas	Total \$
Tolaga Bay Woody Debris Clean Up 2021	187,000
Main Town Beach Woody Debris Clean Up 2021	
Up to 1/11/2021	34,852
New Requested Variation	121,866
Total Woody Debris Clean Up including Requested Variation	\$343,718

8. While it appears from the community (through several community requests following the unanticipated storm event) that a full clean-up is the most desirable, Council now needs to decide whether an additional clean-up should occur. The options are discussed below.

Options Matrix

Option	Advantages	Risks	Comment
Do nothing	Budget request not required	Reputational and health and safety, further woody debris from Cyclone season creates more access issues	Summer influx of visitors
Full beach clean	Risks removed	Another weather event dumps more woody debris over the cyclone season	Public expectation to clean the beach a 3 rd or 4 th time in one FY?
Clean Waikanae only	Waikanae SLSC satisfied; budget expenditure controlled	Midway SLSC will be unsatisfied, and risks remain from 1 st option	Sets an uncomfortable precedent

ASSESSMENT of SIGNIFICANCE

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Low Significance

This Report: Low Significance

The level or history of public interest in the matter or issue

Overall Process: High Significance

This Report: Medium Significance

9. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TANGATA WHENUA/MĀORI ENGAGEMENT

10. No Maori engagement or discussions with Mana Whenua have been conducted; this beach is not considered Wahi Tapu.

COMMUNITY ENGAGEMENT

11. The Liveable Communities team have received numerous Requests for Service (RfS) calls about the state of the woody debris since the November weather event. There is a community expectation that the material will be cleared.

CLIMATE CHANGE – Impacts / Implications

12. Effects of climate change have been considered insofar as the removal and reuse options for the woody debris material. Mulching and reuse of the material offers a more sustainable solution than other options such as a beach burn. A policy regarding woody debris removal in the future is currently being considered, and will traverse topics including climate change.

CONSIDERATIONS

Financial/Budget

13. The 2021–2031 Long Term Plan allowed for normal volume of beach clean-up costs. This was around \$40k to \$60k and it was usually provisioned for the Gisborne city beaches. Tolaga Bay beach clean-up had never been provided for in the past.
14. Overall, Liveable Communities and budget provision for open spaces cannot absorb the significant unplanned costs for the removal of woody debris.
15. These costs will either be as a variance at year end, or need to be provisioned in future years to be repaid.
16. The proposed approach to develop a long term position as discussed in Report '**21-224** Woody Beach Debris Across Tairāwhiti - Addressing the Short Term Problem and Establishing a Long Term Council Position' presents a proposed way forward for addressing the issue in the long term as future events occur. This will also carefully consider how this issue should be funded more sustainably, and by who, in the long term.

Legal

17. Liveable Communities have an existing resource consent on this beach to the effect that the woody debris can be removed but not mulched on the beach. This consent expires on 31 December 2021. A new resource consent has been lodged to extend past this date and to mulch on Council reserve land near the beach while considering the rules of the Tairāwhiti Resource Management Plan. We expect this consent to be available from February 2022.

POLICY and PLANNING IMPLICATIONS

18. Resource consent has been obtained for this specific woody debris beach clean-up as discussed above.

RISKS

19. If Council makes a decision to decline this request it may result in the woody debris remaining on the beach until October 2022 where the normal cycle of clean-up occurs. This is likely to result in public discontent especially as the woody debris will remain on the beaches over the summer months.
20. There may be a health and safety risk associated with the debris remaining on the beach until next year due to rotting unstable material and potential fire risks. This is difficult to quantify.
21. There is also a risk that further events could lead to further woody debris clean-up work required, resulting in additional costs like these. The development of a long term position as discussed in the '**21-224** Woody Beach Debris Across Tairāwhiti - Addressing the Short Term Problem and Establishing a Long Term Council Position' report is Council's best option to address this going forward.

NEXT STEPS

Date	Action/Milestone	Comments
13 December 2021	Request approved	
14 December 2021	Direct appoint Siteworx	estimate
21 December 2021	Clean-up complete	estimate

Title: 21-256 Confirmation of the 2022 Council and Committee Meeting Schedule

Section: Democracy & Support Services

Prepared by: Heather Kohn - Democracy & Support Services Manager

Meeting Date: Monday 13 December 2021

Legal: Yes

Financial: No

Significance: **Low**

Report to COUNCIL for decision

PURPOSE

The purpose of this report is to enable Council to adopt its Council and Committee meeting schedule for 2022 before the end of the 2021 year as prescribed by the Local Government Act 2002 (LGA) (Clause 19(6) Schedule 7) and Standing Orders.

SUMMARY

In December 2019 Council adopted a meeting schedule for the triennium which ends with the Local Government elections in 2022. The recommendation in [Report 19-421](#) noted that amendments can be made at the end of each year for the subsequent year.

The following amendments have been made to the draft meeting schedule:

- The regular meeting with Gisborne Holdings Limited (GHL) has been moved from before the Audit & Risk Committee and is now before the Finance & Performance Committee. This is to make it easier for all Councillors to attend. The independent Chair of Audit & Risk can attend remotely if required.
- Adjustments to the Audit & Risk date (changed from August to September) to better incorporate the draft Annual Report.
- Introduction of a Statement of Intent workshop with GHL in May.
- Movement of the GHL interviews to accommodate their mid-year appointment cycle.
- Addition of the GHL Annual General Meeting so that it is held before the Local Government elections with the current Council.
- At the request of the Wastewater Management Committee 2 December 2021 four additional placeholder meetings have been added to the schedule due to an expected increased workload for the Committee. There will be either workshops or meetings dependent on the Governance Workplan.

There are:

- Six Finance & Performance and Operations Committee meetings
- Four Audit & Risk Committee meetings
- Four Wastewater Management Committee meetings with an additional three placeholder meetings.
- Four Regional Transport Committee meetings
- Four Civil Defence & Emergency Management Group meetings
- 11 Council meetings including Trust Tairāwhiti and GHL Interviews
- Seven Sustainable Tairāwhiti Committee meetings.

The Regulatory and District Licensing Committees will meet as required.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

- 1. Adopts the 2022 Council and Committee Schedule (Attachment 1).**

Authorised by:

James Baty - Director Internal Partnerships

Keywords: 2022, meeting, schedule, council, committees,

BACKGROUND

1. Council has had a six weekly meeting cycle since 2013 – this has resulted in fewer meeting cancellations.
2. In 2019 Council adopted a new committee structure inclusive of three “committees of the whole” together with changes to delegations to these committees which means that much of the business of Council can be resolved at a committee level.
3. Council meetings are required at the end of June to adopt the Annual Plan and at the end of September to adopt the Annual Report.
4. The Regulatory and District Licensing Committees will be scheduled as and when the need arises.
5. Consideration has been given to the New Zealand primary and secondary school holiday dates wherever possible.

DISCUSSION and OPTIONS

6. Council is required under the LGA and Standing Orders to adopt a meeting schedule. The 2022 schedule is attached (**Attachment 1**). Meetings have been scheduled to reflect the anticipated workflow in 2022 inclusive of the Tairāwhiti Resource Management Plan review.

ASSESSMENT of SIGNIFICANCE

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Low Significance

This Report: Low Significance

The level or history of public interest in the matter or issue

Overall Process: Low Significance

This Report: Low Significance

7. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy.

TANGATA WHENUA/MĀORI ENGAGEMENT

8. No external consultation is required when deciding on Council's meeting schedule.

COMMUNITY ENGAGEMENT

9. No external consultation is required when deciding on Council's meeting schedule.

CLIMATE CHANGE – Impacts / Implications

10. There are no impacts on or implications for climate change arising from this decision.

CONSIDERATIONS

Financial/Budget

11. There are no financial implications in adopting Council's meeting schedule.

Legal

12. Adopting a meeting schedule for the following year is in line with the Local Government Act 2002.

POLICY and PLANNING IMPLICATIONS

13. There are no policy and planning implications in adopting a meeting schedule.

RISKS

14. There are no known risks in adopting a meeting schedule.

ATTACHMENTS

1. Attachment 1 Draft Council and Committee Meetings Calendar 2022 for Approval [21-256.1 - 1 page]

A1:T3BC1A1:

DRAFT (Not to be used for planning meetings - until approved)

2022 Council/Committee Meeting Calendar

COUNCIL	Sustainable Tairāwhiti / Taiū Tairāwhiti Committee	Operations Committee	Finance & Performance	Audit & Risk	CDEM Group
	Wastewater Management	Regional Transport	Regulatory and District Licensing Committees will meet as required		

Note - All meetings start at 9am unless otherwise specified.

	January	February	March	April	May	June	
Sat	1						Sat
Sun	2						Sun
Mon	3	New Year's Day Observed					Mon
Tue	4	Day after New Year's Day (Observed)	1				Tue
Wed	5	2	2				Wed
Thu	6	3	3	9am - WWM	1pm - RT		Thu
Fri	7	4	4				Fri
Sat	8	5	5	2			Sat
Sun	9	6	6	3			Sun
Mon	10	7	Waitangi Day Observed	4			Mon
Tue	11	8	8	5			Tue
Wed	12	9	9	6	9am - GHL	10am - Finance + Performance	Wed
Thu	13	10	9am - WWM	10	Sustainable Tairāwhiti	7	Thu
Fri	14	11	11	8	Operations	12	Fri
Sat	15	12	12	9		13	Sat
Sun	16	13	13	10		14	Sun
Mon	17	14	14	11		15	Mon
Tue	18	15	15	12		16	Tue
Wed	19	16	9am - GHL	10am - Finance + Performance	16	9am - Audit & Risk	Wed
Thu	20	17	Operations	17		17	Thu
Fri	21	18	18	15	Good Friday	20	Fri
Sat	22	19	19	16		21	Sat
Sun	23	20	20	17		22	Sun
Mon	24	21	21	18	Easter Monday	23	Mon
Tue	25	22	22	19		24	Tue
Wed	26	23	9am - CDEM	23	CEG	20	Wed
Thu	27	9am Council	Sustainable Tairāwhiti	24	COUNCIL	24	Thu
Fri	28	25	25	22		26	Fri
Sat	29	26	26	23		27	Sat
Sun	30	27	27	24		28	Sun
Mon	31	Auckland Anniversary	28	25	ANZAC Day	30	Mon
Tue			29	26		31	Tue
Wed			30	27			Wed
Thu			31	28	Sustainable Tairāwhiti		Thu
Fri				29			Fri
Sat				30			Sat
Sun							Sun
	January	February	March	April	May	June	

2022 Council/Committee Meeting Calendar

COUNCIL	Sustainable Tairāwhiti / Taiū Tairāwhiti Committee	Operations Committee	Finance & Performance	Audit & Risk	CDEM Group
	Wastewater Management	Regional Transport	Regulatory and District Licensing Committees will meet as required		

Note - All meetings start at 9am unless otherwise specified.

	July	August	September	October	November	December	
Sat				1			Sat
Sun				2			Sun
Mon		1		3			Mon
Tue		2		4			Tue
Wed		3	9am - GHL	10am - Finance + Performance	5		Wed
Thu		4	Operations	1	9am - WWM	1pm - RT	Thu
Fri	1	5	2	7	4	2	Fri
Sat	2	6	3	8	5	3	Sat
Sun	3	7	4	9	6	4	Sun
Mon	4	8	5	10	7	5	Mon
Tue	5	9	6	11	8	6	Tue
Wed	6	10	CEG	12	9am - GHL	10am - Finance + Performance	Wed
Thu	7	9am - WWM	11	COUNCIL	8	Sustainable Tairāwhiti	Thu
Fri	8	12	9	13	10	Operations	Fri
Sat	9	13	10	14	11		Sat
Sun	10	14	11	15	12		Sun
Mon	11	15	12	16	13		Mon
Tue	12	16	13	17	14		Tue
Wed	13	17	14	9am - GHL	10am - Finance + Performance	19	Wed
Thu	14	18	15	Operations	20	9am - CDEM	Thu
Fri	15	19	16	21	17	Sustainable Tairāwhiti	Fri
Sat	16	20	17	22	18		Sat
Sun	17	21	18	23	19		Sun
Mon	18	22	19	24	20	Labour Day	Mon
Tue	19	23	20	25	21		Tue
Wed	20	24	21	9am - Audit & Risk	26	9am - Audit & Risk	Wed
Thu	21	25	22	27	Inaugural COUNCIL	24	Thu
Fri	22	26	23	28	25	COUNCIL	Fri
Sat	23	27	24	29	26		Sat
Sun	24	28	25	30	27		Sun
Mon	25	29	26	31	28	26	Mon
Tue	26	30	27	5.30pm GHL AGM	29	27	Tue
Wed	27	9am - CDEM	31		30	28	Wed
Thu	28	Sustainable Tairāwhiti		29		29	Thu
Fri	29			30		30	Fri
Sat	30					31	Sat
Sun	31						Sun
	July	August	September	October	November	December	

(updated ---7/12/2021)

12. Reports of the Chief Executive and Staff for INFORMATION



21-270

Title: 21-270 Chief Executive Activity Report September-November 2021
Section: Chief Executive's Office
Prepared by: Donna Shaw - Executive Advisor to the Mayor
Meeting Date: Monday 13 December 2021

Legal: No

Financial: No

Significance: **Low**

Report to COUNCIL for information

PURPOSE

The purpose of this report is to provide elected members with an update of Council activities up to September-November 2021.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

1. **Notes the contents of this report.**

Authorised by:

Nedine Thatcher Swann - Chief Executive

Keywords: CE Report, council activities, focus projects, local government, central government, relationships, science, monitoring, civil defence, external funding, biodiversity, long term plan, funding.

ATTACHMENTS

1. Attachment 1 - Chief Executive's Report 13 December 2021 [**21-270.1** - 36 pages]
2. Attachment 2 - Enhancing relationships between Mana Whenua and the Gisborne District Council [**21-270.2** - 17 pages]
3. Attachment 3 - Safety and Wellbeing in Engagement [**21-270.3** - 5 pages]



Chief Executive's Report on Council Activities

DECEMBER 2021

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INTRODUCTION FROM THE CHIEF EXECUTIVE

Kia ora koutou

This report provides high-level updates of Council activities from September through to November 2021, and further provides elected members with an opportunity to discuss progress on Council activities.

The regional preparation for COVID-19 remains a priority given the national situation and the difficult nature of the 'delta' virus variant. The Tairāwhiti Regional Leadership Group (RLG) comprising Chief Executives and senior Central Government officials has overseen the review of the regional resurgence plans in the event of a positive case in the region. Council continues to support the Tu Mai vaccination initiative.

The Government's confirmation of the four publicly owned water entities groups Tairāwhiti in Entity C, which includes 21 other councils. A National Transitions Unit has been set up with the Department of Internal Affairs to coordinate this process before the "go live" date of 1 June 2024.

We remain engaged with the Ministry for the Environment, regional sector special interest groups, Taituarā and Local Government New Zealand to stay updated on the Government's resource management reform programme.

The severe November weather event had an extremely heavy rainfall, which had an impact on areas of Gisborne City. The damage from the event was spread across several residential homes located on hillsides throughout the city. The transition into the recovery phase has been initiated.

The Te Matapihi platform has now been in operation for over three months. There has been good uptake from the organisation, in particular the use of the 'lodging an engagement' form. This has seen a substantial increase in the number of conversations that staff are having with the Māori Responsiveness team prior to projects beginning.

The review of the Tairāwhiti Resource Management Plan (TRMP) is an organisational priority. It is a significant programme of strategic work that will extend for much of the next eight years. The TRMP is still in its initial stages of review with the three main workstreams progressing well.

Ngā mihinui

Nedine

Council Meeting 13 December 2021

2 CENTRAL GOVERNMENT UPDATES

THREE WATERS REFORM

The Government has [confirmed](#) it will create four publicly owned water entities to manage New Zealand's drinking water, wastewater, and stormwater services. Tairāwhiti is part of Entity C – which includes 21 other councils.

A [National Transitions Unit](#) has been set up with the Department of Internal Affairs (DIA) to coordinate this process before the “go live” date of 1 June 2024. We expect to start interacting meaningfully with this unit early next year (2021), so that the water security needs of our community are well met.

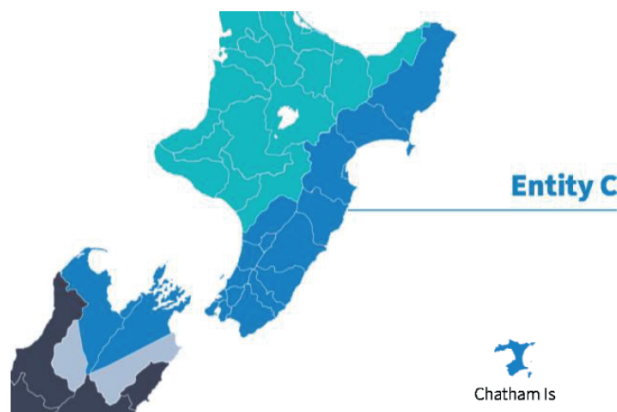
We don't have any additional information about the reforms, and are unlikely to until early next year - based on the [three waters reform time line](#) available on the DIA website.

From this timeline, it appears that once the technical working groups (set up following the [feedback received from LG \(local governments\)](#) in October 2021) have helped refine particular details of the reforms, there will be another suite of announcements.

In the meantime, the Ministry of Business Innovation and Employment (MBIE) are consulting on how [economic regulation and consumer protection](#) for the future three waters system should be designed. Feedback on a discussion paper is due by 20 December. Taituarā are drafting a submission on behalf of LG.

The three waters reform [dedicated page on the GDC website](#) has an e-news subscription option. For the time being, this is the main way we are communicating any updates of information from Government to our community.

Entity C



Carterton	Lower Hutt	Porirua
Central Hawke's Bay	Manawatu	South Wairarapa
Chatham Islands	Marlborough	Tararua
Gisborne	Masterton	Tasman
Hastings	Napier	Upper Hutt
Horowhenua	Nelson	Wairoa
Kapiti Coast	Palmerston North	Wellington



RESOURCE MANAGEMENT REFORM

The Environment Select Committee (SC) released its report on the exposure draft of the Natural and Built Environments Bill on 1 November 2021.

After considering over 3,000 public submissions, the SC has recommended that Government proceed with the development of the Bill but has also proposed changes to improve the legislation.

As well as amending specific clauses, the SC has signalled that more policy work on the Bill is needed, such as further developing the concept of Te Oranga o te Taiao, providing more direction to give effect to the principles of Te Tiriti o Waitangi, and ensuring local authorities have a substantial role in future plan-making.

The Ministry for the Environment (MfE) continue to engage with local government, tangata whenua and key stakeholders on the reform.

Feedback from the SC report and engagement will help shape the full Natural and Built Environments and Strategic Planning Bills, which are expected to be introduced into Parliament in mid-2022. Council will have another opportunity to submit on the Bills at this time. The Climate Adaptation Bill is expected to be introduced to Parliament in 2023.

Staff remain engaged with MfE, regional sector special interest groups, Taituarā and Local Government New Zealand to stay updated on the Government's resource management reform programme.

WASTE LEGISLATION AND STRATEGY UNDER DEVELOPMENT

A new Aotearoa New Zealand Waste Strategy was [recently consulted on](#) that sets an innovative bold direction for everyone to transform the way we think about and manage waste. Alongside this was consultation on issues and options for developing new more comprehensive waste legislation to regulate the management of waste, and products and materials circulating in our economy. Once developed, the new legislation would replace the Waste Minimisation Act 2008 and the Litter Act 1979).

Consultation closes 16 December on [proposed product stewardship regulations](#) for tyres and large batteries. The regulations would give manufacturers, sellers, and users more responsibility for ensuring used tyres and large batteries do not end up in landfills or the environment.

OTHER NATIONAL DIRECTION INSTRUMENTS

This table provides a list of resource management matters the Government is developing national direction on.

NATIONAL DIRECTION INSTRUMENT	LEAD AGENCY	COMMENT	STATUS
Natural and Built Environment Bill	Environment Select Committee	First of two Bills giving effect to RMA reform. This focuses the setting of environmental limits, environmental and land use planning and the governance of those activities.	Bill into House mid 2022
Strategic Planning Bill	Environment Select Committee	Second of two Bills giving effect to RMA reforms. This one focuses on regional spatial strategies and the governance of these activities	Bill into House mid 2022

NATIONAL DIRECTION INSTRUMENT	LEAD AGENCY	COMMENT	STATUS
Discharge to air of greenhouse gases	Ministry for the Environment (MfE)	National direction is currently being developed to support council decision-making when they are planning for and consenting air discharge permits. It follows changes to the RMA last year.	Policy is currently under development. The Government consulted on the plans to phase out fossil fuels in process heat, from April to May 2021. Public consultation has now closed.
Proposed National Policy Statement for Highly Productive Land (NPS-HPL)	Ministry for Primary Industries (MPI) with support from Ministry for the Environment (MfE)	The proposed NPS-HPL aims to improve the way highly productive land is managed under the Resource Management Act 1991	<p>The Ministry for the Environment (MfE) and MPI are reviewing the proposed NPS-HPL based on the public submissions and will provide feedback and recommendations to ministers.</p> <p>The work to further develop the policy has been affected by the government's need to focus on the response to COVID-19 and ongoing recovery. Final decisions on the proposed NPS-HPL will be made by ministers and Cabinet in the first half of 2022. If approved by Cabinet, the proposal would likely take effect in the first half of 2022.</p>
Proposed National Policy Statement for Indigenous Biodiversity (NPS-IB)	MfE with support from Department of Conservation (DoC)	The Government is proposing a NPS-IB. This builds on a draft created by the Biodiversity Collaborative Group	If approved, the proposed NPS is likely to take effect early in 2022.
Proposed amendments to the National Environmental Standards for Air Quality 2004	MfE	Status still current	MfE will continue working to refine the proposed amendments based on feedback and advice received. The amendments are likely to take effect in the second half of 2021.

SUPPORTING SUSTAINABLE FREEDOM CAMPING IN AOTEAROA

There have been no updates since the previous CE report. Ministry of Business, Innovation and Employment (MBIE) will publish a [summary of submissions](#) on its website.

HEALTH (FLUORIDATION OF DRINKING WATER) AMENDMENT BILL

In 2016, Cabinet agreed to proposed legislative changes to allow district health boards (DHBs) to direct local authorities to fluoridate community water supplies in their areas. After the announcement of the review of the health system, the bill was amended so the power lies with the director-general of health, instead of DHBs.

The proposed Health (Fluoridation of Drinking Water) Amendment Bill was introduced into the House to implement these changes. The Bill passed its third reading and received royal assent on 15 November¹. Changes to the Health Act come into force on 13 December 2021. Consultation with the local authority is required before the Director General directs a local authority to add fluoride to drinking water.

¹ It comes into force on the 28th day after the date on which it receives the Royal assent.

3 LOCAL GOVERNMENT AND POLICY UPDATES

UPDATE ON TE WHĀNAU A KAI APPEAL ON PROPOSED REGIONAL FRESHWATER PLAN

The Gisborne Regional Freshwater Plan was publicly notified in October 2015. One appeal was not resolved through mediation. The appeal (lodged by Te Whānau a Kai) sought that the plan recognises Te Whānau a Kai's customary (including proprietary) interests in freshwater within its rohe and, by so doing, that its interests in those waters be considered in all decision making.

The appeal was heard by the Environment Court in September 2020. A decision on the appeal was issued in August this year. The Court declined most of the relief sought by Te Whānau a Kai. Key points include:

- Recognition of proprietary interests in the freshwater Plan as proposed by the Te Whānau a Kai appeal is not within the jurisdiction of the Court under the RMA.
- The evidence before the Court is insufficient to support a proprietary title and, consequently, the amendments to the plan proposed by Te Whānau a Kai.
- The Court has no legislative authority to direct Council to provide resourcing and technical assistance in the plan provisions.

Te Whānau a Kai lodged an appeal to the High Court. In summary, the appeal asserts that the Environment Court:

- did not correctly interpret and apply the sections of the RMA relevant to Te Tiriti o Waitangi and recognition of Māori values, interests, and relationships,
- applied the wrong test when considering whether proprietary interest was demonstrated by the appellant's evidence, and
- made a decision that is contrary to the sections of the RMA relevant to Te Tiriti and recognition of Māori values, interests, and relationships.

The appeal asks the High Court to make a judgement that:

- Te Whānau a Kai has tikanga-based Māori proprietary rights and/or interests in freshwater in its rohe, and that these need to be recognised and provided for in the Freshwater Plan,
- Council has a duty to provide, through provisions in the Freshwater Plan, resourcing to support the exercise of the appellant's tikanga-based rights and responsibilities, and
- directs amendments that need to be made to the Freshwater Plan to reflect the findings.

Buddle Findlay are acting for Gisborne District Council on this case. The hearing has been scheduled for April 2022. Staff are keeping a watching brief on this matter and will report back to Council with an update as the appeal progresses.

TE AROTAKE I TE ANAMATA MŌ NGĀ KAUNIHERA | THE FUTURE FOR LOCAL GOVERNMENT REVIEW

The Review Panel for Te Arotake released their [interim report](#) Ārewa ake te Kaupapa – Raising the Platform in October 2021. The interim report summarises issues identified during early engagement.

The report highlights the need to modernise local government systems and structures to ensure the resilience and wellbeing of our communities for generations to come. Concepts discussed for the future system are supporting the voice of communities, fostering innovation at a local level by businesses, facilitating strong partnerships with iwi, developing new funding, and financing mechanisms, and strengthening decision-making. LGNZ have provided a [policy analysis](#) of the report. A key element to the review is the focus on local governance not just local authorities.

Key dates are:

March/April 2022	Panel engagement with local authorities
30 September 2022	Draft report and recommendations to be issued for public consultation
30 April 2023	Review panel presents final report to the minister and Local Government New Zealand

WATER SERVICES ACT 2021

This Act came into effect on 4 October 2021 and is part of the process to reform three waters. The Act replaces Part 2A of the Health Act 1956, which relates to drinking water and represents a significant change for some of our rural and coastal communities.

Historically, many of the rural domestic water private supplies (such as bores serving more than one household, community water taps and some irrigation companies) were not subject to the requirements of the Health Act 1956.

Under the Water Services Act 2021 anyone other than a standalone domestic dwelling that has its own water supply, such as a bore/spring servicing a single household are now defined as a 'drinking water supplier' - and must meet the new mandatory requirements. These include:

- annual registration with the regulator (Taumata Arowai) for suppliers
- regular accredited laboratory testing of the potable water
- water treatment
- preparation and implementation of water safety plans and source water safety plans – proportionate to the scale, complexity, and risk of each drinking water supply
- incorporation of the requirements relating to Te Mana o te Wai
- providing a sufficient quantity of drinking water
- complying with strict liability duties placed on suppliers, similar to health and safety legislation, with a suite of penalties and offences for non-compliance.

Taumata Arowai estimate that approximately 75,000 private rural supplies (across Aotearoa) will be captured by the new Act and have allowed another four years (until 15 November 2025) for these suppliers to be registered and compliant.

Anyone who fits this description, but doesn't want to keep on supplying water, will be required to notify Taumata Arowai and Council of their intention. In this scenario it would fall to the Water Service Entity (or Council) to supply enough safe drinking water to those households. Taumata Arowai have the legal ability to recover all costs, charges, and expenses incurred for taking over the supply (such as the costs of transporting water for a supply that is unsafe or is being brought up to standard, for example) from the 'original' supplier.

[Taumata Arowai](#) only became fully operational on 15 November 2021, so we are yet to establish a working relationship with the regulator per se. But it is incumbent on us to do so. We don't know how many private rural water supplies there are in Tairāwhiti. This means we can't yet quantify how many of our people will be impacted by these changes. But by committing to fostering a relationship with Taumata Arowai in the immediate term, we seek to help design the processes that will help our small suppliers get on board with the new requirements in a way that facilitates sharing of knowledge, and possibly costs.

LAND TRANSPORT (CLEAN VEHICLES) AMENDMENT BILL INTRODUCED

This Bill gives effect to the Clean Vehicle Standard by empowering Government to make regulations setting out the standard, set up a register of importers and various other bits and bobs necessary to give effect to these decisions. It also enables recovery of the cost of administering the clean vehicle discount.

CLIMATE CHANGE

National Emissions Reduction Plan

Government consultation on the [Emissions Reduction Plan Discussion Document](#) (ERP-DD) recently closed. The ERP-DD sets out the overarching principles, existing and new policies to achieve the national emissions budget adopted for 2022-25 (292 Mt CO₂e).

The key themes underpinning the ERP-DD include:

- guiding principles for the ERP
- empowering central and local government, iwi/Māori, communities, and business
- aligning systems settings and cross-sector tools
- designing tailored sectoral packages
- delivering an equitable transition

Council's submission broadly supported the overarching principles and ideas in the ERP-DD but emphasised the potential impact of reduction policies on Council, support needed from Government to help achieve emissions reduction priorities, and the need to ensure a just transition to avoid inequities in Tairāwhiti.

Government plan to publish the final Emissions Reduction Plan in May 2022.

Local Climate Risk Assessment Template

On 13 October 2021, MfE published [A Guide to Local Climate Change Risk Assessments](#). The Guide is consistent with the [National Climate Change Risk Assessment](#) (NCCRA) Framework and sets out a framework to help regions and the local government sector complete local/regional-level climate risk assessments.

Current State of the National Adaptation Plan

The first National Climate Change Risk Assessment (NCCRA) identified 43 risks across five value domains — governance, economy, human, built environment and natural environment. Following this assessment, Government is currently working to publish the National Adaptation Plan (NAP) by August 2022.

Climate-Related Disclosures Framework

The External Reporting Board (XRB)² recently released a [Consultation Document on Climate-Related Disclosures](#). The consultation document provides draft sections for governance and risk management as part of the proposed New Zealand Climate Standard 1: Climate-Related Disclosures (NZ CS 1). This is a requirement of the Financial Sector (Climate-Related Disclosures and Other Matters) Amendment Bill which was passed and received Royal Assent in October 2021. This new law makes it mandatory for certain reporting entities³ to prepare climate statements in accordance with the climate-related disclosure framework issued by the XRB. The local government sector is currently not a reporting entity and has no mandatory climate-related disclosure obligation under the legislation.

The next steps for Government are to release proposed sections and the formal exposure draft of NZ CS1 in early 2022 for consultation, leading to a publication of the final draft of NZ CS1 and accompanying documents in December 2022.

Joint Regional Just Transition Planning

[The Tairāwhiti Economic Action Plan](#) (TEAP) sets out the strategic priorities and actions for delivering economic transformation for the region. Task 9.1 is “Develop a Tairāwhiti Just Transition Plan which sets out the actions the region will take to transition to a zero emissions economy.” Council and the Trust are co-leads for this task.

Council and Trust Tairāwhiti staff have begun scoping the process for an inclusive just transition plan for Tairāwhiti. The first stage of the process will be early stakeholder engagement with a view to co-design the framework for the plan.

CHANGES COMING TO THE FREEDOM CAMPING ACT 2011

On 30 November 2021, MBIE released the draft changes to the Freedom Camping Act 2011 (the act). The changes are:

- Require vehicle-based freedom campers to use a certified self-contained vehicle when they stay on council land. This is unless the council designates the site as suitable for non-self-contained vehicles.
- Establish a regulated system for the certification and registration of self-contained vehicles.
- Require vehicles to have a fixed toilet to be certified self-contained.
- Strengthen the infringement system (for example, through increased fines and a 14-day notice period for infringements).
- Extend the Freedom Camping Act to include land managed by Waka Kotahi New Zealand Transport Agency and Toitū Te Whenua Land Information New Zealand.

The Government plans to introduce the legislation in 2022. Some rules, such as requiring vehicles be self-contained when camping local authority land (unless the local authority provides otherwise) would come into effect for the 2022/23 summer season. Other elements including the requirement for all vehicles to become self-contained, and establishment of a new regulatory framework are phased over the following two years.

TRAFFIC AND PARKING BYLAW

Consultation on the draft Traffic and Parking Bylaw 2021 ran from 13 October to 15 November 2021, with hearings held on 22 and 29 November. Council received 105 submissions showing majority support for the 15 proposals made. A decision report concerning the adoption of the resolution register will accompany the hearings committee recommendations to Council’s 13 December Meeting.

¹The XRB is an independent Crown Entity responsible for accounting and auditing & assurance standards in New Zealand. It was originally established under section 22 of the Financial Reporting Act 1993, with continued existence under section 12 of the Financial Reporting Act 2013.

²These are entities which the Financial Markets Conducts (FMC) Act 2013 considers having a higher level of public accountability than other FMC reporting entities. These include listed entities (entities with a market capitalisation exceeding \$60 million); banks, licensed insurers, credit unions and building societies (with total assets exceeding \$1 billion); and managers of investment schemes (with total assets exceeding \$1 billion). See s. 451 of the FMC Act 2013 for more details.

GISBORNE TRADE WASTE BYLAW 2021

The Trade Waste Bylaw has been now adopted and is operative.

Industry is cooperating with Council to ensure treatment upgrades are installed and operational within the the required deadlines.

With respect to mortuary wastewater management, it will continue to be permitted to discharge into Council's sewer network until the Wisconsin mound is operative. The Resource Consent application for the Wisconsin Mound has largely been completed and a further Hui is arranged with the KIWA Group to discuss the need for further consultation before submitting the resource consent application. Implementation is still within this financial year.

FREEDOM CAMPING BYLAW 2021

Council adopted the Freedom Camping Bylaw 2021 at their meeting on 30 June.

MBIE have confirmed that the Responsible Camping Fund will not be available this year. No other external funding was identified. Seasonal camping and freedom camping activities are funded through Council's existing operations budgets.

Implementation of signage updates and line marking in freedom camping parking areas have been completed. New permanent signage will be installed as the communications strategy is developed.

This summer, access to our freedom camping sites will be restricted to COVID-19 vaccinated visitors (and those under the age of 12). Our region has some of the worst health, well-being, and social statistics in Aotearoa. We also have one of the lowest COVID-19 vaccination rates. This decision will be reviewed when our 'traffic light' status changes. Messaging and a communication plan have been developed.

REGIONAL SPEED MANAGEMENT PLAN

Consultation on our regional Speed Management Plan is planned for mid-February 2021 to enable uptake of Waka Kotahi resources and guidelines and align with Waka Kotahi's Road To Zero awareness campaign launch (COVID-19 pending).

The campaign is designed to start a new type of conversation around road safety to help achieve a vision of an Aotearoa where no one is killed or seriously injured on our roads. The new national speed campaign is due to launch in late November (COVID-19 pending). This campaign will support speed conversations with communities. It aims to highlight the role speed reviews play in keeping people safe while we travel on the transport network. You can check out the video here: [YouTube link](#)

New requirements under the Road 2 Zero Strategy are to have regional speed management plans in place by 2024 in an effort of obtain consistency in speed setting across New Zealand. The new speed limit setting rule for this is awaiting minister approval. Draft guidelines for the rule are being consulted on with workshops in the last week of November 2021.

REPRESENTATION REVIEW

Following an extended five-week submission period over 1,000 submissions were received. The submitters who requested to be heard attended a Hearing at a Council meeting 6 October 2021. Following the Hearing, Council deliberated and instructed the Chief Executive to prepare the initial proposal as the final proposal.

Council resolved at an Extraordinary Council meeting held 4 November 2021 to have, as its final proposal:

- a. That Gisborne District Council comprise, in addition to the mayor (elected at large), 13 councillors being five Māori ward councillors and eight general ward councillors.
- b. That the Gisborne District be divided into three wards consisting of the following:
 - Tairāwhiti Māori Ward (represented by five councillors) comprising the whole area of the district.
 - Turanganui City General Ward (represented by six councillors) comprising the area known as Gisborne city.
 - Tairāwhiti Rural General Ward (represented by two councillors comprising the balance of the district.

Since the final proposal is different to the initial proposal, an appeals and objections period is now open and will close 10 December 2021. All appeals and objections will be forwarded to the Local Government Commission who will then make the final determination on Gisborne District Council's representation arrangements for the 2022 and 2025 local government elections.

TAIRĀWHITI REGIONAL SKILLS LEADERSHIP GROUP

The [Tairāwhiti Regional Leadership Group](#) (TRLG) is one of 15 Regional Skills Leadership Groups (RSLGs) and was established to identify and support better ways of meeting future skills and workforce needs in our region.

TRLG are a part of a joined-up approach to the labour market planning which will see our workforce, education and immigration systems working together to better meet the differing skills needs across the country. The group will provide independent advice which employers and government agencies can act on.

TRLG immediate focus has been COVID-19 impacts of the regional workforce and labour market factors, providing valuable insights focused on helping re-employ, redeploy or retrain workers and entrepreneurs who have lost their jobs or closed their businesses.

4 CIVIL DEFENCE UPDATES

COVID-19

The regional preparation for COVID-19 remains a priority given the national situation and the difficult nature of the 'delta' virus variant. The Tairāwhiti Regional Leadership Group (RLG) comprising Chief Executives and senior central government officials has overseen the review of the regional resurgence plans in the event of a positive case in the region. Council continues to support the Tu Mai vaccination initiative.

CDEM has been facilitating and coordinating the setup of a Tairāwhiti Coordination Centre (TCC) which will be tasked to provide the coordination for the provision of welfare services if activated for a positive case of community transmission.

Council staff attended the opening of the Manaaki Hub that will provide the health led support to individuals and whanau should there be a positive case. Large scale coordination has happened behind the scenes with CDEM supporting all organisations and community leaders to collectively plan and prepare.

TAIRĀWHITI SEVERE WEATHER EVENT 3-5 NOVEMBER 2021

As a result of the severe weather event had an extremely heavy rainfall, this had an impact on areas of Gisborne City. The damage from the event was spread across several residential homes located on hillsides throughout the city. There was a landslide at Te Arai that may pose risk to the water supply pipeline which is subject to engineering assessments. The transition into the recovery phase has been initiated.



MARINE OIL SPILL RESPONSE

Team Responded to Sunken Vessel at Inner Harbour

On Sunday 14 November two Council Marine Oil Spill responders attended a sunken vessel in the inner harbour. The vessel was tied off to the wharf to prevent it sinking to the seabed. There were no signs of any spill from the vessel. Surge conditions were benign, but there was concern that if conditions were to change there could be a risk to the harbour infrastructure.

The port crew on site assisted with placing absorbent boom around the outer section of the vessel using their small outboard and then left the harbour. Council Responders finished surrounding the vessel with absorbent boom at 8:00pm. Fifteen sections of boom were used and lengths of rope to secure it to the dock to prevent movement with wind and tides. Port security monitored the vessel overnight for any situational change.

Vessel owners engaged a salvage crew to float and then remove the vessel from the water. The vessel was continually monitored until the salvage crew arrived on site at approximately 12:45pm on Monday 15 November. The salvage crew successfully floated and removed the vessel by 8:30 pm. During the operation there was a small oil leak from the engine, this was contained and cleared immediately and there was no concern of any environmental impact. The cause was found to be an engine turbo hose that had come loose and dropped off.



Team Responded to Oil Spill at Inner Harbour

Saturday 20 November, a call came into ROSC at 7:30am from Council after hours. Following the call, ROSC and five Council Marine Oil Spill responders attended to an oil spill in the inner harbour.

It is estimated that a volume of oil – 3 litres had spilled from a vessel overnight between the hours of 12:00am and 7:00am. The float switch mechanism on the bilge pump of the vessel malfunctioned and the bilge was pumped out fully. There was a sheen across the marina area and there were pockets of black bilge oil in various areas.

Conditions were calm and sunny. An absorbent boom was deployed to contain the bilge oil in different areas. Absorbent pads and absorbent pillows were also deployed in various areas to mop up oil. Areas were cleared of any visible oil. The boom was left in the water overnight to capture any remaining oil.

The area was cleared and set for overnight monitoring at 3:00pm and was monitored throughout the afternoon for any change. On Sunday 21st November, the boom was removed from the water and a last check of the area was completed.

5 RELATIONSHIPS

TREATY RESPONSIBILITIES PILOT PROGRAMME

As a result of the work to date the Department of Internal Affairs (DIA) has completed a recommendations report⁴. That report produced three key recommendations:

- Clear governance leadership and organisational guidance
- Enhancing capacity, resourcing, and people
- Improve engagement practices

Although DIA resourcing for the pilot programme was due to end in December, we have a commitment to support the project through until June 2022. This will see us through the initial phase of establishing pathways for collective, and bi-lateral governance to rangatira relationships. The efforts at an operational level will be enhanced through the establishment of this strategy. It will ensure the organisations efforts are connected through the different layers.

Councillor's and iwi leadership meet on the 30 November to begin foundational discussions about aspirations for enduring Treaty partnership.

At that meeting Toitu Tairāwhiti (comprises four Iwi Chairs) tabled a letter to the Mayor and the Chief Executive. That letter raised concerns and frustrations with the Council and the attempts that Iwi have made to establish a Te Tiriti o Waitangi based relationship with the Council. It further requested an urgent meeting to be scheduled. At their request the meeting was scheduled for the end of January 2022, but has now been scheduled to February (at their request also). Council should note that just in the last six months the Mayor has extended the invitations to Iwi (two in July and more recently more recently in November to discuss these relationship matters but responses has been low and we also went in to lockdown in August.

- July Letter to all iwi Chairs for LLB meeting, and in the case of Ngati Porou it was worded differently to talk about 'bi-lateral' agreements – seeking meeting for 28 July 2021
- July Letter invitation to Chairs a Maori Wards hui – seeking meeting for 29 July 2021
- November letters sent to all iwi chairs and CEs MfE and Co-governance workshops being held together

POTENTIAL JOINT MANAGEMENT AGREEMENT/MOU WITH NGĀ HAPU O TOKOMARU ĀKAU

Following Ngā Hapū o Tokomaru Akau's (NHOTA) deputation to Council in September it was requested that an enabling report be put together and presented to the December Council meeting. At the passing of the Marine and Coastal Act 2011, Council was divested of its titles (where applicable) over the low to high water mark in coastal areas of the region. The piece of land that NHOTA had a specific interest in being returned falls into this category. We have no powers to negotiate the ownership or co-management of the whenua in question. It will not be until a decision is made in the High Court September 2022 where Council will have a better understanding of any opportunities it has to support this request.

⁴ Enhancing relationships between Mana Whenua and the Gisborne District Council – please see attached report

TE KAHUI PATU KAIKIRI

Council is yet to receive the desktop review of internal policies from Te Ata Kura consultants. The report when it arrives in December will prompt a reset for the Te Kahui Patu Kaikiri working group to determine the next steps. This will most likely not occur until the new year. The strategic Treaty partnership work that elected members are undertaking in the new year will enhance the efforts made to date. Without pre-empting findings, it is highly likely that the information in the desktop review will identify areas that have already been captured in the recommendations report provided by DIA in the streamlining Treaty responsibilities pilot.

JOINT MANAGEMENT AGREEMENT FORUM (JMAF)

Lois Easton has been appointed as a general planner to help develop the Waiapu Catchment Plan.

The joint management project team are currently looking at revising the current work programme for the catchment. Ngati Porou hapū technicians have been holding several hapū workshops. The next workshop will be with the landowners.

The next JMAF is still to be confirmed.

WAIAPU KOKA HUHUA / RESTORING THE WAIAPU CATCHMENT

Funding has now been approved for the Programme Manager position (by MPI and for a period of 2 years) and recruitment has re-commenced. It is recommended that a panel of representatives from MPI, Ngati Porou and Council are involved in the recruitment process.

The next JGG is still to be confirmed.

TE MATAPIHI

The Te Matapihi platform has now been in operation for over three months. There has been good uptake from the organisation, in particular the use of the 'lodging an engagement' form. This has seen a substantial increase in the number of conversations that staff are having with the Māori Responsiveness team prior to projects beginning. At present the platform serves as a great foundational tool to assist in building Council capacity as a responsive Treaty partner. To ensure Te Matapihi continues to grow from strength to strength some resource will be sought to further develop the platform as a go to platform for all things Treaty. This will include:

- e-Learning modules and pathways for professional development
- Piriformance to support Tairāwhiti Piritahi implementation and evaluation
- induction material
- continue to develop the interactive map and its functions
- a platform to showcase and celebrate our partnership successes

6 GENERAL MANAGEMENT

PERSONNEL MANAGEMENT

We have nearly completed the project to optimise and update our recruitment branding and processes and are well underway with new video and advert content.

We have completed our recruitment of our seasonal workforce for the summer period, with several students commencing work for the summer season.

COVID-19 – STAFF POLICY AND VACCINATION STATUS

Council's COVID-19 Vaccination policy is now in effect. This policy mandates the vaccination for all new and existing employees. This is a change from the first round of consultation that was regarding only mandating for high-risk roles.

HEALTH AND SAFETY

Contractors are engaged in asbestos works at the Pool, as well as undertaking work at the Kiwa Pools rebuild and the Banks Street water treatment plant.

There has been challenges with the asbestos removal at the Pool. There was an injury at the Banks Street water treatment plant with an air hose striking a contract worker.

The HomeSafe team are focused on increasing support and site visits to these projects.

Major events November:

- air hose, Injury (Contractor)
- sluice gate opening (Wednesday 3 November)
- asbestos poor PPE (Contractor)
- water pipe rupture (Contractor)

There has been a recent spike in abuse to staff across teams. The parking team still had a spike even with the free 2hr parking. Due to the spikes in abuse, situational awareness and de-escalation training is scheduled for early December.

Mental health and wellbeing; individuals continue to be impacted and supported.

Mental health awareness week initiatives were poorly supported, requiring a review of our approach to ensure we get good buy in and continue to offer opportunities.

The lone and remote working guidelines have been reviewed in conjunction with upgrades and deployment of up-graded 'Garmin' in-reach devices - providing increased reliability and significant cost savings.

Incident Type	Incident Description	July 2021 Events*	Rolling 12 Months
Near miss	An event or incident that someone has been exposed to that could have caused injury.	2 x minor	44
Injury	Someone has been physically hurt and reported.	2 x minor 1 x major	43
Incident	An event or incident that has caused damage to equipment, property or environment and includes threats and abuse to staff members.	2 x minor 10 x moderate 3 x major	131
Notifiable event	Any of the following events that arise from work: death, notifiable illness or injury or notifiable incident that trigger requirements to preserve the site and notify WorkSafe NZ.	nil	2
Illness	Someone has seen or been involved in an event or exposed to a situation that has resulted in someone becoming ill or unwell, e.g., lung disease, asbestosis, legionnaires disease; this is from workplace exposure and does not include common illness such as personal illness, cold and flu.	nil	6

FINANCIAL REPORTING

For the four months ended 31 October 2021, Council has a net surplus of \$25.8m, \$2m above the Annual Plan. This represents a performance that is tracking to Plan after the eliminating accounting gains.

A summary of the key financial indicators for October 2021 Year to Date (YTD) are:

- YTD total revenue \$61.1m, up \$2.6m above the Annual Plan and is mostly due to accounting recognition gain of the fair value of interest rate swaps. The swap market rate movements may or may not eventuate when final swaps are realised in the future.
- The YTD total expenditure is \$35.3m, \$586k above the Annual Plan. Expenditure on operating activities is \$1.4m above the YTD Plan which is mainly due to roading emergency works and PGF operational costs. PGF operating costs were approved after the adoption of the Long-Term Plan and the costs have 100% external funding. Finance costs are lower than expected due to lower interest rates than was forecast and due to the phasing of capital works.
- Capital expenditure for October YTD is \$20.9m (87%) against the YTD Annual Plan of \$24.1m. This variance relates mostly to budget phasing of the Wastewater Treatment Plant Upgrade. COVID-19 related delays from the 3 weeks of restricted work (Level 3 and 4) put the project slightly behind from what was initially planned and phased. Overall, the project is forecast to be on track by year end.

Draft Statement of Comprehensive Revenue and Expenses

For the Period Ended 31 October 2021

	Note	Oct-21 Actual \$000s	YTD Budget \$000s	YTD Variance \$000s	Full Year Budget \$000s
REVENUE FROM NON-EXCHANGE TRANSACTIONS					
Grants and Subsidies - Operational	1	6,793	5,241	1,553	14,699
Grants, Donations, Subsidies & Contributions - Capital	2	13,658	14,515	(857)	61,396
Other Non-Exchange Revenue	3	248	488	(240)	2,138
General Rates and Uniform Annual General Charge		11,447	11,246	200	22,493
Targeted Rates		21,644	21,644	0	43,288
REVENUE FROM EXCHANGE TRANSACTIONS					
Development and Financial Contributions		348	529	(181)	1,587
Other Revenue	4	3,990	3,942	48	10,429
Targeted Water Rates		892	922	(30)	3,366
Dividends		3	0	3	1,500
Interest Received		21	0	21	0
Other Gains/(Losses)	5	2,130	17	2,114	(474)
Total Revenue		61,174	58,545	2,630	160,422
EXPENSES					
Employee Benefit Expenses	6	8,694	8,811	118	26,570
Expenditure on Operating Activities	7	18,133	16,774	(1,359)	56,477
Depreciation and Amortisation	8	7,819	7,911	92	23,733
Financing Costs	9	709	1,271	563	3,813
Total Expenses		35,354	34,768	(586)	110,593
Net Surplus/(Deficit) Before Taxation	10	25,820	23,777	2,043	49,829
Subvention payment		0	0	0	600
Net Surplus/(Deficit)		25,820	23,777	2,043	50,429
Gains/(Losses) on Property Revaluation		0	0	0	35,747
TOTAL COMPREHENSIVE REVENUE AND EXPENSES		25,820	23,777	2,043	86,176
CAPITAL EXPENDITURE	11	20,863	24,070	(3,207)	103,467

Notes to the Statement of Comprehensive Revenue and Expense

1. Grants and Subsidies – Operational

Most of this revenue comes from roading subsidies through Waka Kotahi and the Provincial Growth Fund (PGF). This financial year we recover 68% of roading maintenance costs (excluding emergency works) from Waka Kotahi. Higher subsidies are received for high impact roading emergency works including the 2018 and 2020 flood events. Tracking \$1.5m over YTD budget due to roading subsidies related to the June 21 flood event and unbudgeted PGF projects that are near completion.

2. Grants, Donations, Subsidies and Contributions – Capital

The capital grants expected to be received this year are from Waka Kotahi for roading renewals, PGF for the roading resilience programme and capital grant funding for project such as Kiwa Pools, Wastewater Treatment Plant, Waipaoa Stop banks and the 1000-year bridge.

3. Other Non-Exchange Revenue (Includes penalties, infringement fees, court enforcement fees, and other fees)

This includes court enforced fees, penalties received and infringements.

4. Other Revenue (Rent income, lease income, and all other fees and charges)

Other revenue includes fees and charges such as dog registration fees, rents, parking fees and trade waste charges. As a result of the 18 August COVID-19 response, parking fees were adjusted to include two hours free parking. Beginning Monday 30 November, parking fees have been reinstated but Saturdays will be free up until Christmas.

5. Other Gains/(Losses)

Other Gains/losses includes gains or losses arising from the sale of assets and financial gain recognitions (such as interest rate swaps). The main movements arise from interest rate swaps. The interest rate swaps arise from the gain recognised from fair value Interest rates movement of swap financial instruments. The gain in fair value is an accounting recognition and it may or may not eventuate when the swaps are finally realised in the future.

6. Employee Benefit Expenses

Employee Benefit expenses Employee Benefit expenses are mostly on track with budget.

7. Expenditure on Operating Activities

Overall expenditure is over YTD annual plan by \$2m, primarily due to PGF operational costs \$900k and higher than expected roading emergency works \$600k. While the PGF operational costs were not within the Plan (as the funding approved after the adoption of the LTP), it has nil rate payer impact due to being 100% externally funded.

8. Depreciation and Amortisation

The depreciation for the year is based on estimates. Actual depreciation may move slightly after estimated growth movements are calculated for the year.

9. Financing Costs

Financing costs are lower than the YTD budget due to lower interest rates than was forecast and to lower-than-expected capital spend YTD.

10. Surplus/(Deficit)

The \$1.7m YTD surplus is mostly due to an accounting recognition gain of the fair value of interest rates swaps. The swap market rate movements may or may not eventuate when final swaps are realised in the future.

11. Capital Expenditure

Overall, the capital expenditure is \$20.9m against a \$24.1m YTD budget and includes major projects and renewal programs. The \$3.2m YTD variance mostly relates to budget phasing of the Wastewater Treatment Plant. Delays due to COVID-19 Level 3 & 4 restrictions put the project behind initial phasing.

7 FOCUS PROJECTS

PROJECT STATUS KEY:



PROPOSE



INITIATE



PLAN



DELIVER



CLOSE



ONGOING

RESOURCE RECOVERY CENTRE

Seven tenders were received to undertake the feasibility study. Civil Assist were awarded the contract and have been working with the Council Comms Team to establish engagement plans.

Stakeholder engagement and workshops are anticipated to be completed within the first quarter of 2022. Engagement was to be completed by 30 November 2021 however, due to COVID-19 alert levels and limitations on gatherings, this timeframe has been impacted.

Following the engagement, Civil Assist will conduct site analysis and provide recommendations to the Council. This project was scheduled to be completed by 31 March 2022 however due to the impact that COVID-19 has had, it is anticipated the completion date will be mid-2022.

TAIRĀWHITI ENVIRONMENT CENTRE AND COUNCIL PILOT SCHEME TECH COLLECT NZ

Tairāwhiti Environment Centre (TEC) and Council have joined a pilot scheme with Tech Collect NZ, which provides our community an outlet for any unwanted E-Waste products. They take various E-waste products including computers, monitors, printers, cameras and more.

The Pilot scheme is operating through to 31 December 2021 and will be reviewed in the new year.



COMMUNITY FACILITIES

The approach to Central Government is to gain an audience with the Minister of Sport. Prior to this, work is being done to ensure alignment with other regional priorities and obtaining the support of local Ministers.

Progress continues with the early win projects. Development has commenced on the Skate Park at Alfred Cox Park; a lease is to be notified for the planned Pump Track; planning work continues for Victoria Domain court resurfacing and waka storage facilities at Anzac and Marina Reserves.

PLAYGROUNDS

Playground equipment at Tokomaru Bay, which was removed due to water damage, is to be co-located with Hatea a Rangi school playground (with the playground to be made available to the community outside of school hours). Staff continue to plan for its delivery - including establishing a partnership agreement with the school. This will provide a short-term solution for playground facilities for the community until a long-term playground solution for the community is confirmed. Surface repairs at the Botanical Gardens playground are now complete. Roktopus installations at Anzac Park and Waiteata Park are works in progress. A new playground for Tiniroto is being negotiated by the Township upgrade team.

REDEVELOPMENT OF THE POOL

The concurrent design and build process for Kiwa Pools continues to progress well with the 60% design drop received and ground remediation works completed.

Apollo is ably managing the delivery of the initial phases of the project despite the highly volatile building environment. In large part, the impacts of the COVID-19 pandemic are being mitigated through ongoing early procurement of items and the locking in of contracts, particularly where shortages or cost escalations are predicted. Aspects of the design have been accelerated where early purchases are required.

Council and Crown Infrastructure Partners continue to support this approach by remaining flexible and responsive to the changeable project cashflow.

Soil contamination issues (lead and asbestos) identified in three localised areas of the site have been addressed, with national environmental standards resource consent received. Apollo is progressing the site remediation and earthworks in accordance with the approved Contaminated Soil Management Plan. Ngā Tāwhiri hapu continues to ensure the cultural safety of the project through actively monitoring groundworks.

The design of Kiwa Pools will be largely complete pre-Christmas. The co-design process and resultant cultural integration throughout the structure and fabric of the building will deliver a welcoming and inclusive building that is uniquely Tairāwhiti.



The next phase of construction, earthworks, and the digging of the holes for the main pools, commences on schedule on Monday 22 November. The main pool slab is due to be poured by late January 2022 and steel works for the main pool hall are programmed to begin being erected in early February 2022.

Overall, the project remains on time and within budget.



PUBLIC CONVENIENCES

Peel St toilet renovation planning has recommenced, and a report is coming to Council to consider options considering the latest budget information. The Tokomaru Bay wharf toilet resource consent has been lodged. Small upgrades on the toilets at Lottin Point and East Cape light house are planned. The new toilet at Waihou Bay will be delivered in conjunction with the land remediation at the Waihou Pa site.

TOWNSHIP UPGRADES

COVID-19 2021 lockdown impacted significantly on being able to engage with communities. The offer of video conferencing was not acceptable for most communities, whanau and hapu groups due to face to face as the preferred method of engagement.

The project team commenced engaging face to face in the month of November.

- The Muriwai upgrade is complete. The Project Team along with Civil Assist and the Journeys Team are considering some of their medium-term goals that include a footpath and road widening exercise.
- Tikitiki/Rangituki. One meeting was held this month and a follow up meeting to confirm goals and aspirations as well as finalising concept plans is to occur
- Te Araroa. We experienced issues with the signing of the Memorandum of Understanding (MoU). Māori Land Court was engaged by the Council's Legal Team and this engagement resulted in the approval of two out of the three Responsible Trustees to sign the MoU.
- Ruatoria. Community representatives agreed to a video call meeting. The Northern Area Liaison Officer is working closely with one of the mandated community representatives to confirm play equipment additions for Te Puawaitanga Park. The team are also working to explore speed calming measures. The council's Road Safety Officer is working to develop a campaign that encourages motorists to slow down through the medium of billboards and local radio advertisements.
- Tiniorot. The Project Team inclusive of Civil Assist visited the Tiniroto Community Centre to meet with a community representative about the installation of a new playground due to the old equipment being unsafe and consequently removed. The team came away with a list and will work with Civil Assist to develop a concept plan for discussion at a planned community meeting for consideration and adoption.

The Project Team will continue to refine concept plans while seeking quotes for furniture, playground equipment and infrastructure work with the aim of drafting a procurement plan for the approval by the Engagement and Māori Responsiveness and Lifelines Directors. This will enable the team to release the procurement document mid-December with the view to completing the procurement process and appoint local contractors by early February 2022 with completion of all three townships by June 2022.

Note: A local Te Araroa resident has been engaged to make the furniture for the Te Araroa and Tiktiki Township Upgrades Items. This will include low wooden bench seats, larger armed wooden chairs that seat up to 3-people and picnic tables. This will be a more cost-effective solution sourcing the furniture locally as the furniture is more affordable.

PĀNUKU TŪ/TITIRANGI SUMMIT

Resource consent for Te Pānuku Tū project was submitted at the end of September 2021. The resource consent application was fully notified, and submissions recently closed. Six submissions were received, and Council officers are currently considering the content of those submissions.

Funding for the development of Te Pānuku Tū has been confirmed to the point of resource consent. Funding for detailed design and construction is still yet to be sought.

TAIRĀWHITI RESOURCE MANAGEMENT PLAN

Council has committed to reviewing the Tairāwhiti Resource Management Plan (TRMP) as an organisational priority. It is a significant programme of strategic work that will extend for much of the next eight years. The TRMP is still in its initial stages of review with the three main workstreams progressing well. Focus in the first six months of the programme has been on programme initiation and planning, investigating co-governance structures, setting up the procurement supplier panel, and scoping technical requirements needed.

Overall, we're satisfied with progress, specifically with the three main workstreams (Regional Policy Statement, Freshwater and catchment planning, and Urban Growth & Development, inclusive of housing). A programme manager has been appointed to strategically direct the programme's interconnected workstreams. The programme has also appointed a dedicated communications resource who will lead the planning, coordination, and delivery of all TRMP communications, engagement activities and services as the centralised 'point of contact' on such matters.

ENVIRONMENTAL SCIENCE UPDATE

The Science and Environmental Monitoring teams continue to make progress with delivering the science programme, with a particular focus on freshwater and providing evidence for the Tairāwhiti Resource Management Plan (TRMP) review.

Four permanent groundwater bores were installed in Tolaga Bay as part of the installation of scientific monitoring bores for the Uawa catchment. The community and iwi were involved throughout the project.

The Science team are developing a groundwater model for the Poverty Bay flats' aquifers. The development of the model has involved input from iwi, Councilors, and groundwater abstractors. The model is due to be delivered in March 2022.

A programme to monitor the region's soil quality began in November 2021. This will become an annual monitoring programme.

The Environmental Monitoring team continues to carry out regular monitoring of the environment as required by Government regulations and for Council business needs. The summer bathing water monitoring programme for our 17 beaches and six estuary sites began in November and will continue weekly until April 2022.

PROJECT STATUS KEY:



PROPOSE



INITIATE



PLAN



DELIVER



CLOSE



ONGOING

BIODIVERSITY

Waingake Transformation Programme

The programme is progressing to budget and significant focus has been on three key priorities this quarter: procurement, recruitment, and site management. Progressing alternative options for the 29% second rotation land also required significant additional focus from the team.

Plant supply contracts are in place for the next three years of planting, and seed has been sourced for manuka supply for 2022. Planting of a small number of mixed natives (9000) will be moved from 2022 to 2023 due to low seed availability this year. These changes have been approved by our funders and will result in the associated milestone payments being moved out to the following financial year.

Contracts for planting and maintenance are in final draft and are in their final stages of being finalised for signing. Two preferred contractors have been identified to deliver this work. Having two contractors will ensure we meet the milestone requirements of our funding agreement.

A contract for ungulate control was awarded with the first control round carried out in October. Goat numbers are still low through the core area, and work in the buffer zone is helping to keep numbers down. Pigs and deer are also being targeted this year, and we expect to see a reasonable reduction of their numbers through the core area also.

Recruitment for our Ngahere Ora team has been ongoing, with four team members appointed to date and interviews completed for the remaining roles. Recruitment for a replacement Project Manager has also been completed and we have welcomed Scott Sharp to the team (previously with Council's Biosecurity team).

For the 29% second rotation land area, we are currently investigating alternative options for replanting this area now that JNL have declined a second rotation on the land. To ensure we remain on track and minimise any financial risks associated with delays in replanting in accordance with the Emissions Trading Scheme we are working closely with an independent industry advisor (NZ Forest Sales) and have engaged additional project coordination resource to ensure we hit key milestones (including identifying future options/ potential partners). This land is of considerable interest to our mana whenua partners and we continue to work closely with them through this process. To remain on track, we anticipate releasing an Expression of Interest at the beginning of December 2021, with close date of early February.

Integrated Catchment Management (ICM)

ICM staff have assisted landowners holding the existing Erosion Control Funding Programme (ECFP) funds from MPI to implement works and complete the actions of their Sustainable Hill Country Works Plans on land overlay 3A (LO3A). Landowners with secured ECFP funding can also register for the Emissions Trading Scheme (ETS) on the same land.

The conversion of land to Permanent Carbon Farming is highly topical. Council staff are staying abreast of this through involvement in a stakeholder interest group who are currently working to build a clearer regional position on the topic. Council is leading a workstream on, shared goals for the future of land use in the region and planning for the transition. More information will be coming to Council.

Technical information has been provided to MfE submission processes on Freshwater-FEPs and Transitioning to a Low-Emissions and Climate Resilient Future. Points raised include certainty in FEPs, certification, auditing, tangata whenua engagement and capturing regional issues.

Freshwater-FEP development is occurring nationwide. This has a deadline of 2025 but with no final FEP template from MfE. ICM are assisting landowners wishing to progress Freshwater-hFEPs on the basis that some changes may be required once the template is finalised. Any adjustment is likely to be left until a Second-Generation Plan is required in three years' time. Staff are also gathering relevant information as part of wider Catchment Context documents required by regional councils to assist landowners.

Staff have assisted several landowners in forming Catchment Groups where interest has been signalled. This is a nationwide trend as it is clear that assistance for environmental projects is more likely to be provided to Catchment Group as opposed to individuals. Assistance with Land Use Capability (LUC) mapping; aerial photography; advancing Freshwater-FEPs; and other relevant information is being provided.

The Catchments the team are currently working with are Motu, Waimata, Wharekopae, Whangara (Turihaua, Pakarae, Pouawa, Waiomoko), Waihuka and Wairakaia.)

Staff continue to provide technical assist the Whakaoratia trust has completed pole planting works in the Waiapu Catchment and in and adjoining debris dams which have filled with sediment. To date 363 debris dams, 21 sections of light bank protection and four timber flumes have been installed with the summer programme about to get underway.

Biodiversity staff are setting a direction with the extra funding provided from the LTP. Fourteen Landowners received grant assistance through the Natural Heritage Fund and further projects could be supported with further funding. Site evaluation criteria and prioritising assessments of the Protection Management Areas (PMAs) is ongoing. A vision and goals for the next three years, including the current context, the state of current biodiversity work and setting priority projects is being advanced.

Pole production in the Waerenga o Kuri nursery was severely disrupted by the lockdown in 2020 and this resulted in a backlog of work. The contractor has since caught up with the backlog. Pole sales were also disrupted by the 2021 lockdown. Advice and support have been provided to a range of private nurseries across the district. Landowners across the district continue to appreciate the high standard of advice provided by Council staff.

Farm Environmental Plans (FEPS)

Understanding landowners providing best practice guidance on Groups signaled. The requirement for FEP development currently specific relation to FEP development a desire to have more clarity through formal Using the increased funds from both the ECFP and ETS enables land treatment options to progress rapidly with further funds available to provide for a higher level of pest control.

FEPs are required under the Tairāwhiti Resource Management Plan (TRMP) by growers and farmers to carry out specific activities in the region. A FEP outlines the sustainable management of soil, water and nutrient resources on farms and is individually designed to identify and manage environmental risks. The FEPs are being assessed by a robust panel approach and include staff from across Council to cover a wide range of activities.

FEPs were required by Council by 31 May 2021. To date, 68 FEPs have been received by Council and of these, 23 have been certified. Council staff are providing ongoing assistance to FEP applicants to progress the plans to achieve the required standards. We continue to engage with farming industry groups to ensure all those that need to submit a FEP are aware of their obligations. Council's Compliance Monitoring and Enforcement team are undertaking a risk-based approach to ensure that those who need an FEP have a certified plan.

BIOSECURITY

Animal and Plant Pests

Ongoing animal and plant pest control is progressing in line with the operational plan. Particularly encouraging are the positive results of plant eradication monitoring and maintaining rook numbers to a very low level near Te Puia Springs.

Possum management for Bovine TB protection has extended the buffer area north of the Hawkes Bay boundary to the Hangaroa River. Feral goat control at Lottin Point has assisted Bay of Plenty Regional Council controlling goat numbers along the regional boundary.

Animal control at Waingake Waterworks Bush focusing on stoat, possum and feral goat control over the last three years has been handed over to the Waingake Restoration team. A pest control programme complementing current possum work has been developed for Landcorp near Hangaroa. A wide focus including feral goats and deer control has been landowner funded work performed by a contractor.

Marine Biosecurity

Further Fanworm surveillance at Gisborne Port Marina was recently postponed due to COVID-19 travel restrictions. Rescheduling for mid-December focuses on hot spots in the port basin.

Freshwater

The successful summer Didymo Check, Clean, Dry (CCD) education programme funded by MPI engages a student to deliver the information. Visiting rural schools has been well received at Motu and Rere. The education programme focuses on visiting recreational users on waterways west and south of Gisborne and to Lake Waikaremoana.

Innovation and Education

Several innovations have progressed across Biosecurity. A comprehensive Pest Hub on all pests is being tested and will be publicly released shortly. Digital technology - using GIS templates will provide efficient data collection and storage improving reporting and information accessibility. A Biosecurity education programme has had very positive feedback from Rere and Motu Schools.

BEACH CLEAN-UP

The beach clean operation was originally phased in two locations but executed concurrently at Midway and Uawa beach North of the Uawa river. However due to the November floods the Midway phase, although completed before the floods, will be re-scoped to deal with new woody debris on the Midway beach (staff are approaching contractors).

The beach clean-up in Uawa was more complex in that we had Blue Penguins arrive on site which initiated a halt on the clean-up. A review was conducted on the size of the clean-up at Uawa which resulted in a budget increase. It was assessed that the new flooding woody debris was not as significant and could be left on the beach at Uawa.

The Uawa clean-up is expected to be completed at the end of November. A woody debris policy paper has been presented to Council that proposes the development of a long-term approach to managing the issue of woody debris on the regions beaches.

8 GRANT FUNDING

COUNCIL-ADMINISTERED GRANTS

Council allocated \$27,000 of Creative Communities grants on behalf of Creative New Zealand in October to nine recipients.

The Sport NZ Rural Travel Fund for summer sports is currently being administered, with applications received from three Tairāwhiti schools.

EXTERNAL FUNDING SECURED FOR ACTIVITIES DELIVERED DURING 2020/21

Table 1 below provides an overview of income from external funds granted for activities that are in progress or have been completed in the 2020/21 financial year.

Table 1

Activity/Project	Awarded	Funder	Total Rewarded
IN PROGRESS 2020/2021			
Land use characterisation for SoE soil quality monitoring and reporting	October 2021	Manaaki Whenua LandCare	\$39,760
Impact of forestry slash on Kai Moana Tolaga	August 2021	Envirolink	\$35,000
Economic utilisation of woody debris research	August 2021	Envirolink	\$35,000
Turanganui Estuary Restoration	August 2021	MFE Freshwater Improvement Fund	\$2,250,000
Active Fault Delineation for Tairāwhiti	August 2021	CDEM Resilience Fund	\$120,000
Tairāwhiti Haumarū Moana – recreational boating safety activities	August 2021	Maritime NZ - Fuel Exercise Duty fund	\$38,000
Tairāwhiti 'No excuses on water' Campaign	August 2021	Maritime NZ	\$5,000
Environmental impact of Tokomaru Bay legacy landfill	August 2021	Massey University	\$30,000
Tokomaru Bay Wharf Toilet	July 2021	MBIE Tourism Infrastructure Fund	\$203,200
1000 Year Bridge	June 2021	Lotteries Significant Projects Fund	\$1,750,000*
Te Tairāwhiti Arts Festival	June 2021	Creative New Zealand	\$50,000
Library – Digital services, databases, managed services	July 2020 – June 2022	New Zealand Libraries Partnership programme #	\$117,495
Library – Resource capacity to support community digital learning	May 2021	New Zealand Libraries Partnership programme	\$117,224
Library – Digital preservation projects	May-July 2021	New Zealand Libraries Partnership programme	\$16,540
Waingake Transformation – Planting Year 2,3,4	May 2021	One Tree Planted	US\$740,000
Waingake Transformation – Weed/Pest control Year 2,3,4	March 2021	DOC –Kaimahi for Nature	\$2,000,000
Waingake Transformation – Planting Year 2,3,4	March 2021	MPI - One Billion Trees Fund	\$1,860,000
Tsunami Taumarū project	March 2021	CDEM Resilience Fund	\$20,000
Feasibility study for Regional Resource Recovery Centre	February 2021	MFE Waste Minimisation Fund	\$90,000
Wastewater Treatment Upgrade Options for water amalgamation Rural townships water supply	August 2020	3-Waters Reform Economic Stimulus	\$7,500,000 \$250,000 \$3,290,000
Olympic Pool Redevelopment	July 2020	COVID-19 Recovery Fund	\$40,000,000
Waipaoa River Flood Control Scheme	July 2020	COVID-19 Recovery Fund	\$7,500,000

Activity/Project	Awarded	Funder	Total Rewarded
Poverty Bay Flood Hazard Mapping	December 2019	EQC Contestable Grant	\$50,000
Big Belly Bins and Dry Vault Toilet	September 2019	Tourism Infrastructure Fund	189,000
Midway to Waipaoa Cycle and Walkway	October 2018	Trust Tairāwhiti	\$1,000,000
Waiapu Phase 2 Erosion Control -ECFP Fund Administrator***	October 2016	MPI Erosion Control Funding Programme	\$2,100,000
COMPLETED 2020/21			
Assessment of Waipaoa LiDAR data	December 2020	Envirolink	\$25,000
Waingake Restoration – Science and Monitoring strategy	September 2020	Envirolink	\$24,400
Waingake Restoration – Sediment Monitoring and Geomorphological Change	April 2021	Envirolink	\$8,800
Responsible Camping initiatives	September 2020	MBIE Responsible Camping Fund	\$300,000
Titirangi Summit	May 2020	Provincial Growth Fund	\$1,067,000
Project Review of water allocation tool	August 2021	Envirolink	\$8,000

***The ECFP Fund role is now complete, while the work for the Phase 2 Erosion Control continues.

New Zealand Libraries Partnership Programme is government fund to support librarians and library services to be retained, developed and to assist them to support community recovery

EXTERNAL FUNDING APPLICATIONS

Table 2 below provides an overview of funding applications awaiting decision.

Following the submission of a joint application by Council and Toitu to Te Puni Kokiri for the Tairāwhiti Marae Resilience and Emergency Preparedness project, Council has received feedback that co-funding is required. Council is currently in discussions with Toitu as a potential co-funding source.

While Council received \$1,750,000 from the Lotteries Significant Projects fund for construction of the 1000-year walkway bridge in June 2021, further funding has been sought from Trust Tairāwhiti to complete the cultural heritage elements and a viewing platform at the Te Maro sculpture for a total of \$343k.

The recreational activity components of the Te Araroa township upgrades valued at \$1 - \$1.5m are included in the Tairāwhiti Sports and Recreation Facilities Business Case which is being submitted to Central Government.

Table 2

Activity/Project	Decision	Funder	Amount
Marae Resilience and Emergency Preparedness	TBC	Te Puni Kokiri	\$1,500,000
Advice on economic utilisation of woody debris	December 2021	University of Canterbury	\$18,000
Right Plant, Right Place	December 2021	University of Canterbury	\$30,000
1000-year Walkway Bridge cultural component and Te Maro platform	February 2022	Trust Tairāwhiti	\$343,000
Waiapu Koka Huhua 2021-2025	TBC	MfE – Kaimahi for Nature	\$4,375,000

Updates on previously reported external funding applications

Council was unsuccessful in a joint application with GNS to Deep South Challenge on Developing a Coastal Hazard Emergency Response Planning (CHERP) framework: linking uncertainty in emergency decision-making with uncertainty in adaptive planning.

There is no further movement on the EOI for Waiapu Koka Huhua that was submitted to MPI Māori Agribusiness to be assessed and bundled up as part of a package to MfE Jobs 4 Nature fund as the fund was halted and has yet to be reopened.



9 REGIONAL ROADING ACTIVITIES

A high-level description of several infrastructure projects is detailed below.

EAST CAPE ROAD

Project 90% complete with an early than expected completion date of 3 December, the early delivery time was due to two factors an excellent contractor and sub-contractors and pre stockpiling significant volumes of rocks on site that enabled the contractor to place more rocks on the foreshore during low tidal cycles.

There was one flood damage site caused by the June 2020 in the middle of the construction site, (refer to picture below) this was added as a variation to the contract to make the road safe prior to the upcoming summer holiday season.



PDU - KANOA

The final two projects to complete are:

- East Cape Road –Stage 2 which has an estimated value of \$8.0M which will strengthen another 25 sites along East Cape Road. The project team anticipate consents will be granted this side of Christmas and tender documents are in a ready state to procure to market.
 - Resilience improvements - Continuation of projects that reduce road closures:
 - Currently \$1.0M of hazardous tree removal work has been tendered at known area due to tree fall. The contracts will be finished by February 2022.
- Historic places like the Tiniroto road by the Hangaroa Bluffs have been cleaned up and drainage structures installed. This is not a silver bullet but at the recent rain event this portion of road would normally be closed but stayed open to all road users.



WAINUI-CRAWFORD CYCLEWAY

The project will be completed by December, there are still some minute components that are taking very minor but impacting the delivery schedule. For instance, a utility cover took 4 weeks to arrive due to supply issues. There are still improvements to some resident's driveways in order to lessen the impact of lost parking.



POTAE AVENUE TO NELSON RD CONNECTION

The Potae Avenue to Nelson Road link road was officially opened on late October. The new road has had a positive impact in the community and promoted increased walking activities with the school and retirement villages.

A co-benefit of the road is expected to be reduced traffic incidences at the Lytton/Potae Junction, this will be monitored across the LTP for crash trends.



NATIONAL LAND TRANSPORT PROGRAMME

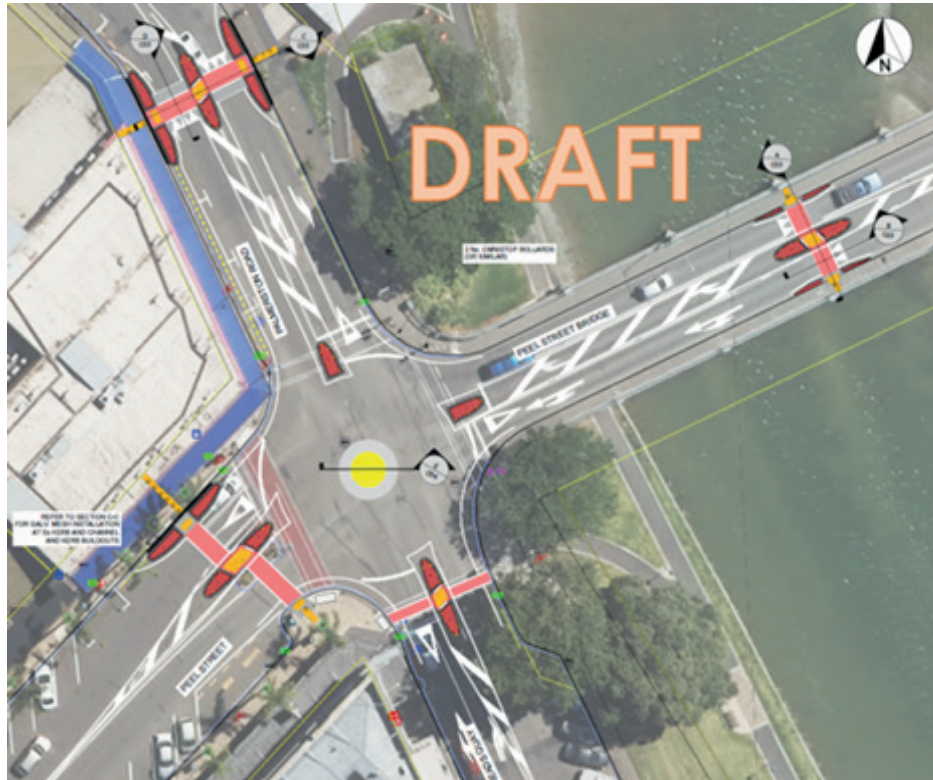
Waka Kotahi has approved the majority of the 2021-2024 National Land Transport Programme request. Full details were provided to the regional transport committee.

Description	NLTF Funding	Status
Maintenance, Operations and Renewals Programme 2021-24	\$82,555,785	Approved
Safety promotion, education, and advertising	\$1,270,010	Approved
Public Transport Programme 2021-24	\$2,700,121	Approved
Low cost / low risk improvements 2021-24	\$9,334,469	Approved
Regional and Activity Planning	\$1,079,810	Pending
Taruheru River Walkway and Cycling (depending on business case)	\$7,422,442	Possible

PEEL ST/PALMERSTON RD

Designs have progressed to replace the traffic lights at the Peel/ Palmerston. A roundabout provides a safer system response to the historic crash data and reduces likelihood and exposure to future road users.

Pedestrians will have designated raised crossing platforms which will formalise the crossing locations and slow traffic.





Te Kaunihera o Te Tairāwhiti
GISBORNE
DISTRICT COUNCIL

Enhancing Relationships between Manawhenua and the Gisborne District Council

18 October 2021

Background, Scope and approach

Background and Purpose of the Report

In 2019 the Minister of Local Government, approved a work programme to enhance relationships between Manawhenua and local government. For one of the workstreams it had been identified that many councils were having difficulties incorporating Treaty responsibilities and obligations into the everyday operations of local councils, some of the reasons why included:

- A lack of trust between iwi/Māori and local councils;
- A lack of understanding and confidence by all parties about the statutory requirements of Māori to engage and participate in the decision-making of local councils;
- A lack of resourcing to be able to implement the Treaty responsibilities and obligations;
- A lack of local government and iwi/Māori capacity and capability;
- Confusion about the intersection of roles and responsibilities under the Local Government Act 2002, the Resource Management Act 1991 and Treaty settlement arrangements;
- A lack of political will to implement to the fullest potential the requirements under statute.

The purpose of this pilot is to develop practical solutions that will support Manawhenua and local councils to enhance their relationship.

Key lines of inquiry

This project is being led by the Local Government Branch within the Department of Internal Affairs ('DIA'). Beth Tupara-Katene (Awatea Consulting) and Paul Beverley (Buddle Finlay) have been contracted by DIA to work with councils and Manawhenua. The key components of this pilot include:

- Understanding the dynamics that exist within a local council boundary by conducting an environmental scan of the Treaty obligations, responsibilities and relationships;
- Obtaining insight into the aspirations and challenges to enhancing the relationship; and
- Identifying practical solutions to achieve the requirements for a effective and meaningful relationship between Manawhenua and local councils.

Summary of work undertaken

A desktop review was initially undertaken by exploring publicly available information and later expanded by information sourced from the Gisborne District Council ("GDC"). Workshops were held with GDC staff, the executive team and elected members.

Manawhenua were approached to participate however, due to pressing priorities, the overwhelming response was, whilst they were interested they did not have the time or capacity to engage. In light of this response and to be able to articulate the view of Manawhenua, documents, plans and submissions made by Manawhenua groups were reviewed and captured in this report.

Finally an analysis of the structure and the participation of Māori in GDC decision-making process across the difference levels of council was also conducted.

What we heard and gathered during this process are provided as Appendices at the end of this report.

1

Overview of the National Picture

The National Picture

The Treaty of Waitangi

The Treaty of Waitangi provides for the exercise of kāwanatanga, while actively protecting tino rangatiratanga and tāngata whenua in respect of their natural, physical and spiritual resources. This position is reflected in legislation where the principles of the Treaty of Waitangi need to be appropriately taken into account. The key pieces of legislation that are relevant for this project is the Local Government Act 2002, the Resource Management Act 1998 and relevant Treaty settlements.

The Local Government Act 2002

The Local Government Act 2002 recognises and respects the Crown's obligation under the Treaty of Waitangi by placing specific obligations on councils to establish and maintain processes for Māori to contribute to decision-making processes of the council. Under the Local Government Act 2002, a local authority must:

- a. Establish and maintain processes to provide opportunities for Māori to contribute to the decision-making processes of the local authority; and
- b. Consider ways in which it may foster the development of Māori capacity to contribute to the decision-making process of the local authority;
- c. Provide relevant information to Māori for the purposes of paragraphs (a) and (b);
- d. Ensure that it has in place processes for consulting with Māori.

The Resource Management Act 1998

Part 2 of the RMA contains a number of specific provisions relating to tāngata whenua that must be considered in RMA processes. Several other general provisions in the RMA need to be considered, including the requirement to take into account iwi planning documents and Manawhakahono ā Rohe arrangements, a newly designed tool to assist tāngata whenua and local authorities to discuss, agree and record how they will work together.

Treaty of Waitangi Settlements

Within the Gisborne district the Crown have settled Treaty of Waitangi claims with Ngāti Porou, Ngai Tāmanuhiri, and Rongowhakaata. In addition Te Rūnanganui o Ngāti Porou on behalf of ngā hapū Ngāti Porou have also reached a settlement pertaining to the Takutai Moana. Te Aitanga a Māhaki, Ngā Ariki Kaipūtahi and Whanau a Kai are still in negotiations with the Crown. Importantly, regardless of whether an iwi or hapū have a Treaty settlement with the Crown the obligations on the local council to engage is required under the LGA, RMA and any other relevant statute, still apply.

Current Reforms

There are a number of reforms currently underway, many of which are exploring ways in which to provide for a stronger voice for Māori at the decision-making table. It would be advantageous for the GDC to consider how they can create structures and processes to support the evitable enhanced participation of Māori in local decision-making.

2

The Local Situation

The Local Situation – Gisborne District Council

GDC Strategic Documents and Policies

The Long-Term Plan (LTP) was approved in June 2021. Whilst Māori have interests across all the community outcomes, there is a specific outcome for the Council to ‘Deliver for and with Māori’ The Council acknowledges that Māori are significant partners in Council’s decision-making. The Tairāwhiti Piritahi Policy – Fostering Māori participation in Council decision-making, outlines the GDC’s approach and plans to achieving sustainable Tairāwhiti outcomes in partnership with Māori

GDC Governance Structure

Councillors – Elected Members

Formal Council Committees

- Wastewater Management (iwi representation of Ngāi Tāmanuhiri, Rongowhakaata, Te Aitanga a Mahaki)

Statutory Board (established under a Treaty Settlement, but not yet operational)

- Local Leadership Body (iwi representation from Ngāi Tāmanuhiri, Rongowhakaata, Te Aitanga a Mahaki)

Joint Management Arrangement – established 2015 under the RMA

- JMA between the GDC and Te Rūnanganui o Ngāti Porou (on behalf of the hapū o Ngāti Porou), specific to the Waiapu.

Numerous relationship arrangements with Māori

- Over 24 arrangements from across the Gisborne District Council boundary.

GDC: Relationships with Māori

50,243	53%
POPULATION	MĀORI
IWI	MĀORI LANDOWNERS
MĀORI COLLECTIVES	MĀORI RESIDENTS/RATEPAYERS

Councils have relationships with Māori at a number of levels. Currently GDC has formal relationships with the following:

- **Iwi:** Ngāi Tāmanuhiri, Rongowhakaata, Te Aitanga a Mahaki, Whānau ā Kai, Ngā Ariki Kaipūtahi, Te Aitanga a Hauiti, Ngāti Porou.
- **Hapū:** Ngāti Oneone, Ngāti Rākai, Ngāti Wahia, Ngāi Tawhiri
- **Māori Landowners:** Te Araroa Section 49 Trustees, Tikitiki Park – Ahuwhenua Trust, Proprietors of Manatū Blocks, Kopututea Trust, Maraetaha Inc, Te Awapuni Moana Trust.
- **Māori Collectives:** Te Rūnanga o Tūrangānui a Kiwa, Whakarua Park Board, Tokomaru Bay Heritage Trust Inc, Motu Catchment Advisory Board.
- **Māori individuals and taura here/Mātāwaka** – residents and ratepayers

What does success look like

There are many practical ways that councils and Māori organisations can improve their engagement with one another. Lasting and meaningful engagement is built through working together across areas and activities. This involves long-term investment in relationships and a comprehensive approach to policy and activities, rather than interaction on an issue by issue basis.

Strong Council-Māori engagement requires sustained, deliberate and coordinated effort in developing lasting and meaningful relationships. This includes formal and informal interactions across a wide range of activities and issues. At a formal level this requires designing and implementing targeted structures at the right levels, and the dedication of organisational infrastructure and resourcing to support what's required. Most importantly, it requires brave leadership and commitment.

At the organisational level it requires coordination and collaboration to develop and deliver policies, programmes and services that understand and promote the rights, interests and well-being of Māori communities. This requires both councils and Māori to build their capacity and capability to engage with one another.

Both parties need to be adequately informed and resourced in order to achieve positive outcomes for the community.



Manawhenua are **empowered to participate** in GDC decision-making at all levels.



Structures are in place to support the participation of Manawhenua in GDC decision-making



Adequate resourcing is committed to support both Manawhenua and Council achieve community outcomes



Staff are **confident in what they know** (and don't know), leading to better engagement outcomes with Māori



An **articulated vision, principles and objectives** and approach to relationship aspirations that fits across the unitary functions.



Relationships are working well across all levels of Council

3

Analysis and Recommendations

Summary and recommendations

This report analysed findings from engaging with GDC staff and a desktop study of documents by Manawhenua to create deeper understanding of underlying barriers and inhibitors between Māori and GDC. A summary of the core issues can be found under “Identified Issues” on this report’s Logic Map. Overcoming these barriers will take a comprehensive approach across all organisational levels of the Council. With consideration given to structure (the establishment of a standing committee), strategic direction (the development of a strategic plan) and guidance the layers across all levels of the Council will be captured by the following focus areas.

1. Clear governance leadership and organisational guidance

Recommendation 1.a. Establish a Manawhenua forum that has the powers of a standing committee.

The role of the committee will be to:

- Facilitate Māori input into Council’s policy development and implementation work;
- Develop mechanisms and processes to enhance Māori capacity to contribute to Council’s decision-making processes;
- Provide advice to Council on effective consultation mechanisms and process for Māori; and
- Monitor Council’s compliance with its obligations to Māori under the Local Government Act 2002, the Resource Management Act 1998 and other relevant acts (noting that obligations regarding Treaty settlements, should be a matter for bilateral arrangements).

Council Meeting 13 December 2021

2. Enhancing capacity, resourcing and people

Recommendation 2.a. Develop a Strategic Plan that provides overarching structure and a high-level roadmap in which the Council will work towards enhancing its relationship with Manawhenua.

Take a strategic approach to current and future relationship agreements with iwi and hapū, continue with bilateral arrangements such as the Local Leadership Body with Ngāi Tāmanuhiri, Rongowhakaata and Te Aitanga a Mahaki.

This strategic approach should align with the strategic plan and be guided by relevant policies that should be set out in the Tairawhiti Piritahi policy.

3. Improve engagement practices

Recommendation 3.a. Update Tairawhiti Piritahi to strengthen the current policies, specifically participation of Māori in decision-making and fostering capacity.

Specifically, update to align with the strategic plan as identified in Recommendation 2.a., and to include policies that cover:

- Significant plan developments;
- Relationship agreements;
- Mechanisms in which Council staff can use to support participation and engagement;
- How the Council will foster the capacity of Manawhenua;
- How the capability of elected members and staff will be supported.

Logic Map

Identified Issues

- The need for clarity and expectations around the Manawhenua and Council relationship.
- Aspirations for GDC governance and iwi to meet consistently, via an agreed formal platform guided by the Treaty principles, to give strategic direction.
- Creating structures and enduring frameworks can bring consistency to the way the Council can work with Māori.
- An articulated vision, principles, objectives and approach to enhancing relationships, that fits across the unitary functions is needed.

- The cost of partnership shouldn't be the issue. Both sides want to be resourced adequately – iwi/Māori and local government.
- Overwhelmingly, iwi and hapū are seeking resourcing and support for participation and engagement across the areas of Council, specifically funding to participate effectively in significant GDC engagement processes, and support of iwi and hapū to co-create plans.
- The Council takes a decentralised focus to budget setting when interacting with Manawhenua, creating fragmented interactions.
- It will require leadership, dedicated resourcing, the clear articulation of priorities and a way in which to measure success.

- The quality of the relationship between the parties affects its chances of success.
- Parties must be prepared to invest in their relationship.
- There is no one set of rules when building strong and meaningful relationships. Instead, parties must find what works for their circumstances and recognise these can evolve over time.

Desired Outcomes

Clear governance leadership and organisational guidance

Enhancing capacity, resourcing and people

Improve engagement practices

Recommendations

Establish a Manawhenua forum that has the powers of a standing committee

Develop a Strategic Plan that provides overarching structure and a high-level roadmap in which the Council will work towards enhancing its relationship with Manawhenua

Update Tairawhiti Piritahi to strengthen the current policies, specifically participation of Māori in decision-making and fostering capacity.

1. Provide clear governance leadership and organisational guidance

Councils have statutory responsibilities to engage with Māori and to take into account the principles of the Treaty of Waitangi.

In addition to these requirements, there are also long-lasting benefits in establishing effective and meaningful relationships with one another, resulting in more informed decision-making, streamlined processes and better quality outcomes.

This can be accomplished by utilising existing mechanisms to create formal structures at the appropriate levels and designing and implementing the appropriate organisational infrastructure required to support those structures.

Elected Councils can establish or disestablish subordinate decision-making structures (such as committees) by way of resolution of Council. Out of 11 formal committees established by GDC, only the Wastewater Management standing committee has some iwi representation from within the District.

The next in the hierarchy of governance bodies is the Local Leadership Body – a statutory body provided for under the Ngāi Tāmanuhiri Settlement Act (established but not yet operational), followed by the Joint Management Agreements between the GDC and Te Rūnanganui o Ngāti Porou (on behalf of the hapū o Ngāti Porou over the Waiapu) created under the Resource Management Act 1998.

Whilst these bilateral arrangements should continue with relevant Manawhenua, an additional and more holistic and multilateral approach should be considered to engage with Manawhenua on the many issues and activities of which GDC is responsible.

In the absence of a strategic role for Manawhenua, their participation is often focused on reactive, inefficient and labour-intensive processes such as responding to numerous resource consent applications, rather than strategically valuable matters, such as:

- Designing efficient ways for Manawhenua input into community outcome matters;
- Facilitating Manawhenua input into Council's policy development and implementation work;
- Developing processes to enhance Māori capacity to contribute to Council's decision-making processes;
- Providing advice to Council on effective consultation mechanisms and process; and
- Monitoring Council's compliance with its obligations to Māori under the Local Government Act 2002, the Resource Management Act 1998 and other relevant acts (noting that obligations regarding Treaty settlements, should be a matter for bi-lateral arrangements).

With Māori ward implementation on the horizon, it is timely to consider new and efficient ways in which to realise how Māori interests need to be provided for in a new Council.

RECOMMENDATION: *Establish a Manawhenua forum that has the powers of a standing committee*

2. Enhancing capacity, resourcing and people

Councils and Māori must build their capacity to engage with one another. Both parties need sufficient resourcing to achieve positive outcomes for the community.

Manawhenua identified a need to be funded to participate effectively in significant GDC engagement processes, such as the Tairāwhiti Resource Management Plan. They also highlighted the need for GDC to support the capacity of iwi and hapū to co-create plans, such as the Waiapu Catchment Plan.

Iwi highlighted a desire to see Council expenditure aligned to celebrating whakapapa and heritage, and GDC delivering for and with Māori, driving tangible outcomes for their members. It was made clear that the standard 'participation in decision-making', joint arrangements, and paper-based reports will not suffice. A well-formed plan is not enough by itself; it is delivery against that plan that will underpin relationships with Manawhenua.

To achieve the aspirations of iwi, and for Council to fulfil its obligations to Māori (as per the recently approved community outcomes under the LTP) some councils have found merit in developing corresponding strategic plans and/or policies. These can act as stand alone internal documents or can be part of a wider strategic framework, setting out how the Council and iwi, hapū and Māori groups will work together.

It is vital that any such plan sets clear goals, direction, or mission that is understandable, and relatable, for all people relevant parties. A strategy can establish this vision and provide individuals with guidance to ensure ongoing alignment to the organisation's aims. Strategies must drive aligned organisational decision-making to be effective.

A strategy can help achieve the following principles for effective co-governance as identified by the Office of Auditor General in the 2016 report

- building and maintaining a shared understanding of what everyone is trying to achieve;
- building structures, processes and understanding about how people will work together;
- involve people that have the right experience and capacity;
- be accountable and transparent about performance, achievements and challenges;
- plan for financial sustainability and adapt as circumstances change.

A strategy also provides the necessary framework by which internal resourcing decisions, prioritisations and success indicators can be set by staff throughout the organisation.

Elected members and senior management must provide strategic leadership to the organisation, and ensure that appropriate processes and resources are in place. This will position Council to fulfil its obligations to build Māori capacity and engage with the Māori community for positive outcomes.

RECOMMENDATION: *Develop a Strategic Plan that provides overarching structure and a high-level roadmap in which the Council will work towards enhancing its relationship with Manawhenua*

3. Improve engagement practices

Engagement requires empathy and trust: empathy comes from sharing of values whilst trust stems from consistent delivery against expectations and commitments.

Good relationships tend to be initiated, built through and maintained by ongoing formal and informal engagement, and dependent on trust, empathy, transparency and goodwill.

Elected members and staff recognise the relationship with Manawhenua can be improved, but have challenges to do so effectively. Identified issues include a lack of expertise, available capacity, confidence, and time to engage appropriately.

This includes Māori staff who can feel burdened and at times unsafe when trying to advocate positions on behalf of Māori communities.

As was put forth in a submission, just because Māori are silent on a matter does not mean they approve. Rather, silence should be regarded as a shortcoming in the engagement process.

A number of reasons exist for the lack of Māori engagement. These include:

- Councils lacking effective processes for involving Māori;
- necessary prioritisation of urgent or immediate issues (e.g. iwi priorities, resource consent applications, Treaty negotiations or other political issues);
- scepticism, often based on past experiences, that efforts to participate will not yield significant results;

- insufficient available resource within Māori groups and councils;
- a shortage of Māori planners; and
- a lack of Māori in senior levels of Council.

The Tairāwhiti Piritahi policy provides the most organisational guidance to GDC staff. There are opportunities to enhance and improve this document by clearly stipulating or providing guidance on areas of engagement, specifically:

- **Participation of Māori in decision-making**
Best practice engagement, mechanisms for councils to support participation, development of relationship agreements, participation of Māori involved in significant plan developments, staff processes when handing over a relationship.
- **Fostering capacity of Manawhenua**
Draft policies that help assist staff to foster and prioritise capacity building

4

Appendices

What we gathered about Manawhenua and Māori

A key theme was the need for resourcing to support Māori participation in decision-making

- Iwi want to be resourced adequately to participate in GDC decision-making processes
- Iwi want to see expenditure aligned to celebrating their whakapapa, heritage and delivering for and with Māori.
- Iwi and hapū would like to be funded to participate effectively in significant engagement processes. They would also like GDC support the capacity of iwi and hapū to co-create plans.

There needs to be a more equitable approach by the GDC when investing in relationships with Manawhenua

- Over the years it is obvious that there has been a focus of establishing relationships in the Gisborne City region. In the future it will be important that other parts of the District are also given the opportunity.

There are over 15 arrangements between the GDC and Manawhenua. Many of which are over whenua or a natural resource. This shows the importance these taonga have to the people. In areas where there are taonga, iwi/hapū want to be involved in making decisions over these taonga.

Because of the responsibility and desire that Manawhenua have to look after their taonga, much of the interaction between Manawhenua and the Council relates to RMA matters.

- Manawhenua participation occurs primarily at the resource consent stage
- Māori would like to move from being reactive to proactive and are wanting to be involved at the planning and policy-making stage. However, two main reasons that this is unsuccessful is:
 1. a lack of effective engagement processes to participate; and
 2. inability by Council writers to adequately incorporate Māori positions into the planning documents.
- Whilst it is acknowledged that being involved in the development of Councils plans would be beneficial some reasons (other than those identified above) why Māori may not participate include:
 - Distraction of more pressing priorities – resource consent applications, political issues, Treaty negotiations;
 - Scepticism from Māori, based on past experiences, that their effort to participate will not lead to significant results
 - Lack of understanding about the impact of Council planning on their interests
 - Difficulty in translating Māori values and customary concepts into technical planning, policy and rules
 - A lack of effective direction and resources from central government.

As it was put nicely in one of the 2021 – 2031 LTP consultation submissions “their silence cannot be assumed to equal agreement with or a mandate to Council”

Lack of capability

- Most Māori groups rely on volunteers, who cannot compete with professional planners and lawyers

What we heard from the GDC (1 / 2)

There is a willingness by elected members and staff to improve the way in which the Council works with Māori.

Much of what we heard was operations-centric:

Capacity issues

- Not enough resourcing. Historically allocated budget to resource and support meaningful Treaty engagement has not been considered. The upcoming LTP process has required GDC hubs to consider this and allocate some resource for this purpose.
- Decentralised focus and budgets. No co-ordination in approach with Manawhenua. (Note: the Māori Responsiveness Hub are working to mitigate this problem)
- Inadequate processes to enable Māori to participate in GDC decision-making (ie unrealistic timeframes)

Capability

- It varies depending on the role a person holds in the GDC
- Those professions guided specifically by acts and legislation (e.g planners, compliance) often find it hardest to adapt to opportunities for innovation regarding Treaty partnerships
- Understanding the local landscape is critical. Currently there is no induction or some place to go and read about the local people. (This has changed recently with the launch of 'Matapihi').

How do we get the relationship right?

- It's like a marriage – parties need to be prepared to invest in the relationship
- Do things together
- Ensure a good handover process of relationships and information, so that they don't have to start again.
- The quality of the relationship between the parties affects its chances of success. Effective relationships help parties respond to changing circumstances.
- Having people who value relationships helps to build mutual respect and trust. This allows parties to have difficult conversations. There needs to be a shared understanding of what we are trying to achieve and compromise when they have to.
- There is no one set of rules when building strong and meaningful relationships. Instead parties need to find what works for the circumstances and to recognise those circumstances can evolve.
- Encourage adaptability and flexibility it is important that principles are established to ensure the relationship moving forward is successful.
- Taking the time to sit down with iwi/Māori to have a conversation about how we get things right – listen to one another.
- Look at what others are doing – how are they dealing with a challenge you might be experiencing.

What we heard from the GDC (2/2)

Where is the relationship improving or working well?

- Through the National Policy Statement for Freshwater and Te Mana o te Wai, requires hapū/iwi to be involved in the co-design of freshwater plans
- With the establishment of an Engagement/Māori Responsiveness Hub, GDC's capacity to improve and engage with Manawhenua consistently, has increased.

Where are the challenges?

- Usually related to RMA matters, when Council makes decision in isolation that impact on Manawhenua.
- With the current landscape regarding Treaty settlements, it can be a challenge for GDC to move in confidence as to who to engage and on what matters. This is something the GDC wants to get right but can inadvertently find ourselves in the middle of iwi/hapū matters as a result.
- There are institutional biases that can prevent staff from engaging with Māori in the most appropriate way.
- Doing the bare minimum, instead of looking at situations as opportunities.
- Māori staff feel a burden and at times unsafe when trying to advocate a position on behalf of Māori communities.

Aspirations

- In the next 3 years establish more consistent connections with hapū/iwi that foster whakawhanaungatanga, outcomes and experience in navigating space as partners.
- An aspiration of Governance of GDC and iwi is to meet consistently, using an agreed platform that will give direction and is guided by the Treaty principles.
- To have clarity and expectation around the Manawhenua and Council relationship.

What would be helpful?

- An articulated vision, principles, objectives and approach to enhancing relationships that fits across the unitary function.
- Creating structure and enduring frameworks that bring consistency to the way the Council works with Māori..
- The development of shared priorities work programme that is of mutual benefit to the Council and Manawhenua.

Staff Guideline – Arahina Kaimahi



Staff Wellbeing and Safety when Engaging -

Te Oranga me te Haumarua Kaimahi inā Mahi Tūmatanui ana

Sponsors	Director - Internal Partnerships
Ngā Kaiatawhai	Director – Engagement and Māori Responsiveness
Legal Compliance	Health and Safety at Work Act 2015
Te Tautuku Ture	Local Government Act 2002
Reference Documents	Health and Safety Policy
Ngā Tuhinga Tohutoro	Significance and Engagement Policy
	Code of Conduct
Owned By	Director - Internal Partnerships
Mana Pupuri	Director – Engagement and Māori Responsiveness
Authorised By	
Mana Whakaae	
Date of Authorisation	
Rā Whakamanatanga	

Purpose - Te Whāinga

The purpose of this guidance is to support the consultation and engagement processes, providing for the safety and wellbeing of staff conducting or attending community engagement events. It will provide clarity on roles, responsibilities and steps to be taken with the aim of **preventing** situations before they happen, **empowering** staff to feel confident running engagement events, defusing situations, knowing what behaviours are not acceptable/productive, and provide for different levels of **support** depending on risks posed by the activity.

“Gisborne District Council is committed to protecting all workers and members of the public from harm while undertaking Council duties or while working on, or visiting Council buildings, facilities and worksites.” Health and Safety Policy 2020

Scope – Te Hōkaitanga

These guidelines apply to all staff at Council while facilitating or attending community group consultation and engagement activities.

Keeping yourself safe while engaging – Te whakahaumaru i a koe inā mahi tūmatanui koe

The very first thing you should do is talk to the Engagement team. They will point you in the right direction in regard to the processes for consultation and engagement. The best way to reach out is by using the [comms request form](#) in Naumai.

Also, if you don't feel confident in community engagement but it is required as part of your role, talk to your manager to understand what options are available to you in regard to gaining experience, and training.

1 Choose your engagement type. Follow the consultation process set by the Engagement team, know the audience and the type of consultation needed if any.

2 Understand what is happening in the community you are about to engage.

- Talk to your team, what have they experienced in the past?
- Contact the Engagement and Māori Responsiveness team:
 - The Customer Experience Team can give you information on themes in the area from the Request for Service system.
 - The Area Liaison Officers can share with you what they are aware of in their areas.
 - Engagement can share their knowledge from previous consultations.

Think about how your activity/topic may be received. Is it the best timing? Are you putting yourself or other staff at risk? Should you be thinking about alternatives engagement methods?

3 Have the right support on hand. Once you understand what is going on in the community and decide to move forward, build your team and support appropriately. Refer to the guidance detail section below.

4 Know your role and responsibilities. If you are attending or facilitating an event, ensure you know your role before you go. Refer to the guidance detail below.

5 Set the scene, prepare and share an opening speech that includes the objectives and the engagement agreement. Refer to the guidance detail below.

6 Know when enough is enough. Use your facilitation skills to defuse situations and keep the communication effective. If behaviours are escalating enforce the engagement agreement and call the activity to an end if needed.

7 Debrief and share. Learn from the event, what worked well, what could have been better, share your experiences with your team, and Engagement and Māori Responsiveness. Also, share the outcomes with the community, stakeholders and councillors from the engagement, ensuring they are kept informed and updated.

Guidance Detail - Ngā Tohunga Tauawhi

What support will you need for your event? Ngā tautoko inā whakarite pāpono koe?

The support you will need is based on the risk associated with the event you are planning. After talking with the engagement team as per step 3, use the risk assessment below to determine the risk rating. Then based on your risk rating, use the support guidance to build your team. If you determine the risk is too high and that it could negatively impact any staff member, it is ok to opt out and use an alternative method of engagement.

Example, if your activity or topic is "Contentious" and there are "Some Issues" already in the area your risk rating will be "High". If your activity rating is "High" you will need a Director, Councillor, additional staff and maybe an independent person to help facilitate or support the event.

Risk assessment – Arotakenga Tūraru

Community History Activity Type	No current issues	Issues unknown	Some issues	High level of negative issues and history
Positive activity	Low	Low	Medium	Medium
Mildly contentious	Low	Low	Medium	High
Contentious	Medium	Medium	High	Extreme
Highly Contentious	Medium	High	Extreme	Extreme

Support Guidance – Tauawhinga Tautoko

Activity risk rating	Director	Councillor	Additional staff*	Independent **
Extreme***	✓	✓	✓	✓
High***	✓	✓	✓	✓
Medium	✓	✓	✓	✓
Low	✓	✓	✓	✓

✓ = Must attend | ✓ = Strongly recommend | ✓ = Optional

* There is no limit on the number of additional staff that can be included. You may want to include staff that are well versed on other issues such as Engagement and Māori responsiveness hub, as well as staff from your own area.

** There is no limit on the number of independent/external people you may build into your support team. They may include subject matter experts, a neutral facilitator depending on the risk assessed. When inviting external parties their safety must also be considered within the activity.

*** If safety is an issue than an assessment needs to be made by a Director on whether engagement should be taken in the manner suggested.

Set the Scene at the Event – Whakaritea ai te āhuatanga o te Pāpono

If appropriate prepare and share a speech to set the scene at the opening of your event, include the "Engagement agreement". The idea is to set the objectives, tone, and expected behaviours for the meeting and give you a benchmark to come back too.

Example:

By the end of the meeting, the group will . . ." *The ending for the sentence will include very specific phrases, depending on the focus of the meeting. Examples could be ". . . agree to an approach or solution," ". . . leave with an action plan," ". . . or learn about and provide input on a topic.*

To ensure we meet our objectives lets agree to focus on the reason we are here, treat others with respect, do not talk over other speakers and understand that we are all here for the benefit of our community. If any other issues arise, we will add them to this parking lot [*whiteboard, list, post-it*] and make time for them at the end of the meeting.

Engagement agreement – Whakaaetanga Uiuinga

We are all here for the benefit of the community. All in attendance will:

- engage fairly and give the opportunity for all participants (community and staff) to be heard uninterrupted,
- treat others with respect and acknowledge their opinion and participate in a way that benefits the outcomes and objectives of the activity.

Use a microphone. This acts as a tool to emphasise speaking rights.

Know your roles and responsibilities – Kia mōhio ai koe āu mahi me o takohanga

These are the roles and responsibilities specifically in regard to safety and wellbeing, they are not to do with the objective of the event.

Role	Responsibilities
Staff (Facilitator) Kaimahi (Kaiarataki)	<p>Set yourself up for success by following the consultation process set by the Engagement team and the steps to ensure your safety above. This should include:</p> <ul style="list-style-type: none"> - Ensuring the right setting for engagement - Providing context for the engagement - Understanding your stakeholders - Knowing and understanding the risks - Conveying acceptable conduct - How to deal with off topic issues - Summarising feedback and next steps - Share the outcomes of the engagement back to the community, stakeholders and Councillors, keeping them informed. <p>Inform Councillors, Chief Executive and Director of events planned for the area and bring them on board with the vision and outcomes of the engagement.</p>
Staff (Support) Kaimahi (Kaiāwhina)	<p>Ensure you are familiar with the necessary procedure and the topic being presented.</p>

Roles and responsibilities continued... E haere tonu nei . . .

<p>Director Kaiwhakahaere</p>	<p>Support effective communication and GDC staff in the community by, attending engagement events on request, knowing the content, being prepared to support staff, step up to de-escalate situations as they happen.</p> <p>Make sure you are aware of any risks associated with the engagement and that responses are considered and correct.</p>
<p>Chief Executive Te Poumatua</p>	<p>Know and understand your role in the engagement. Support GDC staff in the community by attending engagement events as appropriate, provide the context and objectives to be achieved. know the content being discussed and be prepared to support staff, and step up to de-escalate situations as they happen.</p>
<p>Councillors Ngā Kaikaunihera</p>	<p>Support effective communication and GDC staff in the community by, attending engagement events in your area, know the content being discussed, be prepared to support staff, and step up to deescalate situations as they happen.</p> <p>Also, if you are aware of engagement activities in your area, advise staff of any potential risks for ineffective engagement. Include any issues around the topic of the engagement and other issues not related, that have the potential to derail the objectives and place staff at risk.</p>
<p>Mayor Te Kairangi Matua</p>	<p>Support effective communication and GDC staff in the community by, attending engagement events as appropriate, know the content being discussed and be prepared to support staff, advise staff in advance of any potential risks for ineffective engagement and step up to deescalate situations as they happen.</p>
<p>Engagement and Māori Responsiveness Te Tūtakinga ā-hapori me te Whakautunga Tikanga Māori</p>	<p>Maintain and advise staff on the engagement process. Maintain the engagement agreement. Provide opportunities for the community to have open conversations around planned activities. Maintain the Staff Wellbeing and Safety when Engaging guidelines in conjunction with the Health and Safety team. Promote the image of Council from a “We are the community too” perspective.</p>

Title: 21-244 Deputation of Ngā Hapū o Tokomaru
Section: Te Kai Arataki Tuia Whakapakari
Prepared by: Te Rina Whaanga - Senior Adviser - Maori Focus
Meeting Date: Monday 13 December 2021

Legal: Yes

Financial: No

Significance: **Medium**

Report to COUNCIL for information

PURPOSE

The purpose of this report is to provide background information and context to Council following the deputation of Nga Hapū o Tokomaru Ākau on 30 September 2021.

SUMMARY

At Council's 30 September 2021 Meeting, Nga Hapū o Tokomaru Ākau (NHOTA) presented to councillors. During this presentation, NHOTA sought:

- A return of Tokomaru Bay land historically taken for harbour purposes, where title is still held by Council
- Following decision, a letter of intent to return to NHOTA for their use in Marine and Coastal Area (Takutai Moana) Act 2011 (the Act) proceedings
- Future joint management protocols for this land as part of a High Court decision on their claim under the Act and
- Partnership and relationship building outcomes with Council.

While acknowledging the mana of Nga Hapū o Tokomaru Ākau, Council is unable to arbitrate rights within the common marine coastal area as that is a role for the Courts. As no one is able to own land now within the common marine coastal area, any adjacent Council land must first be surveyed and assessed for alternate purpose and, where this does not exist, its legal successors defined as part of pursuing its return.

Customary Marine Title will be awarded in accordance with tikanga through the High Court, with this process scheduled for resolution for Tokomaru Bay applicant groups in the second half of 2022. Council does not have a role in these proceedings, but will receive direction from the Courts, and be required to undertake any joint management arrangements as posed.

Staff are able to share information held on its titles or the adjacent land in Tokomaru Bay with any applicant group on request and strengthen relationships through good faith.

The decisions or matters in this report are of **Medium** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

- 1. Notes the contents of this report.**

Authorised by:

Anita Reedy-Holthausen - Director Engagement & Māori Responsiveness
Nedine Thatcher Swann - Chief Executive

BACKGROUND

Deputation of Nga Hapū o Tokomaru Ākau

1. On 30 September representatives of Nga Hapū o Tokomaru Ākau (NHOTA) presented Council with their aspirations for Council titles existing over Tokomaru Bay foreshore.
2. NHOTA comprise of two neighbouring hapū- Te Whānau o Te Aotawarirangi (Te Ao) and Te Whānau a Ruataupare (Ruataupare), located in Tokomaru Bay. Key outcomes sought by NHOTA on behalf of Te Ao and Ruataupare include:
 - Return of historic titles, accrued by Waiapu County Council for harbour purposes.
 - A letter of intent if Council resolves to return land parcels held under the historic titles.
 - Relationship building, with the aspiration of future partnership with Council.
3. NHOTA noted that regardless of ownership of land, local hapū retained their abiding and close physical, spiritual and cultural connection with the foreshore and abutting land, which includes pā, kainga, wāhi tapu, cultivations, urupā and several important tauranga waka (canoe landing sites).
4. Following their deputation, on 25 November Council received a formal request from NHOTA for return of land acquired under the public works act for harbour purposes.

Council titles

5. Council currently holds titles spanning the entirety of the Tokomaru Bay shoreline. These titles were inherited from Waiapu County Council when the body was amalgamated with others to form Gisborne District Council in 1989.
6. Waiapu County Council was vested the Tokomaru Land parcels in 1915, though further land was acquired in following years, all for harbour purposes. The multiple titles spanning the different land parcels still exist.
7. A timeline of land ownership, and relevant legislation governing management and customary title of the common marine coastal area has been provided in Figure A.

Tokomaru Bay Foreshore ownership timeline

- April 1908**

Waiapu County Council was empowered to exercise all the powers of a Harbour Board in respect of land at Tokomaru Bay.
- December 1909**

3 December 1909 the Tokomaru Freezing-works Site Act 1909 was enacted. This act was to vest a portion of Tawhiti No 1A and a portion of the Tawhiti No 1F Blocks respectively in the Public Trustee to enable the land to be transferred to the Tokomaru Sheep-farmer's Freezing Company (Limited) ("the Company")
- October 1915**

1 October 1915 the Tokomaru Bay Harbour Act 1915 was enacted, which vested the land in the Waiapu County Council for harbour purposes.
- October 1915**

Tokomaru Bay Harbour Act 1915 enacted vested the land in the current titles

 - GS3A/716 (Sec 1 Block IV Tokomaru SD, Section 1 Block IVA Tokomaru Survey District and Section I Block XIII A Tokomaru Survey District (37.3323 ha more or less))
 - GS1A/1410 (Sec 1 Block VIII Tokomaru SD (77.4971 ha more or less)) in the Waiapu County Council for harbour purposes.
- July 1916**

GS3A/763 (Part Tawhiti 1F Block situated in Block IVA Tokomaru Survey District (12.6093 ha more or less)) taken under Public Works Act 1908. No clear information as to previous owner.
- February 1917**

GS3A/763 (Part Tawhiti 1F Block situated in Block IVA Tokomaru Survey District (12.6093 ha more or less)) taken under Public Works Act 1908 from the Tokomaru Sheep-farmer's Freezing Company (Limited)
- November 1989**

On 1 November 1989 Gisborne District Council was formed, amalgamating Waiapu County, Cook County, Waikohu County, Gisborne City Council, Gisborne Harbour Board and the East Cape Catchment Board. Land and assets held by previous entities were now all held by Council, alongside powers of conservation and harbourmaster.
- July 1991**

On 22 July 1991 the Resource Management Act 1991 was enacted, promote the sustainable management of natural and physical resources, including the coastal marine area.
- April 1997**

Kakepō Tauranga Waka sites gazetted as Māori reserve.
- October-November 2002**

Tawhiti Land Block Trustees approached Council via Councils Tangata Whenua Committee for the return of blocks 1A and 1F. This was not undertaken, and the blocks remain under Council title.
- November 2004**

On 24 November 2004 the now repealed Foreshore and Seabed Act 2004 was enacted, vesting the full legal and beneficial ownership of the public foreshore and seabed in the Crown.
- March 2011**

On 31 March 2011 the Marine and Coastal Area Act 2011 was enacted, replacing the Foreshore and Seabed Act with a non-ownership model that restored the right of iwi to seek customary title in Court.

Figure A: Timeline of ownership and relevant legislation - Tokomaru Bay

Foreshore and Seabed Act 2004

8. The objective of the Foreshore & Seabed Act (2004) was to preserve the public foreshore and seabed in perpetuity as the common heritage of all New Zealanders. In doing so it vested full legal and beneficial ownership of the public foreshore and seabed in the Crown (excluding those parts of the foreshore and seabed held in private title).
9. This vesting extinguished any un-investigated customary title. The Foreshore & Seabed Act 2004 also prevented the Māori Land Court from investigating applications relating to the foreshore and seabed and removed the High Court's power to determine claims for customary title.
10. Following a 2009 review which concluded that the Foreshore & Seabed Act 2004 failed to balance the interests of all New Zealanders in the foreshore and seabed, and was discriminatory and unfair, in 2010 Government committed to repealing the law and replacing it with new legislation – the Marine and Coastal Areas (Takutai Moana) Act 2011.

Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019

11. The Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act (Ngā Rohe Moana) 2019 (No 2) gives effect to the deed of settlement between Ngā Hapū o Ngāti Porou and the Crown, and contributes to the legal expression, protection and recognition of continued exercise of mana by Ngā Hapū o Ngāti Porou in relation to ngā rohe moana o Ngā Hapū o Ngāti Porou.
12. Following the introduction of the Foreshore & Seabed Act in 2004, Ngā Hapū o Ngāti Porou were the only group to reach a deed of agreement with the Crown under that Act, with this deed signed on 31 October 2008, with a bill introduced to Parliament to bring effect to the deed. Following repeal of the Foreshore & Seabed Act, Ngā Hapū o Ngāti Porou and the Crown negotiated amendments to the deed of agreement. These amendments reflect the Marine and Coastal Areas (Takutai Moana) Act 2011, and other changes to legislation since 2008.
13. The Ngā Rohe Moana applies to the majority of the east coast, from Potikirua in the North to Te Toka a Taiao in the south (See Figure B). Several notable exceptions on where its influence applies exist, these being from Koutunui Head to Mawahi Point (area includes Tokomaru Bay) and Marau Point to Pouawa River (area includes Kaiiua Bay, Karaka Bay, Tolaga, Waihou, Whangara, Te Tapuwai o Rongokako).



Figure B: Schedule 3 Map of ngā rohe moana o ngā Hapū o Ngāti Porou (in blue)

Marine and Coastal Area (Takutai Moana) Act 2011

14. Granted royal assent on 31 March 2011, the Marine and Coastal Area (Takutai Moana) Act 2011 (the Act) sets out a framework to protect the interests of all New Zealanders in the marine and coastal area.
15. Section 4 of the Act states that the purpose of the Act is to:
 - Establish a durable scheme to ensure the protection of the legitimate interests of all New Zealanders in the marine and coastal area of New Zealand
 - Recognise the mana tuku iho exercised in the marine and coastal area by iwi, hapū and whānau as tangata moana
 - Provide for the exercise of customary interests in the common marine and coastal area
 - Acknowledge the Treaty of Waitangi (te Tiriti o Waitangi).
16. Section 11 of the Act accords the common marine and coastal area with special status, where neither the Crown, nor any other person, may own it. The Act guarantees the continuation of free legal public access in, on and over the common marine and coastal area. The Act also preserves and protects existing recreational fishing and navigation rights, and all other uses.

Customary Rights and Interests

17. The Act restored customary interests in the common marine and coastal area that had been extinguished by the Foreshore & Seabed Act of 2004 (repealed). These customary rights and interests can be established either through legal recognition in the High Court, or through a recognition agreement made directly with the Crown. Groups had until 3 April 2017 to apply for recognition of their customary interests under either pathway, with most applications still undergoing legal testing.

Customary Marine Title

18. The Act provides for iwi, hapū and whānau to have their customary rights in the common marine and coastal area determined. This is called customary marine title (CMT). This interest in land does not allow the land to be sold or for the public to be excluded.
19. CMT gives applicant groups certain rights that can be exercised under a customary marine title order (such as the ability to [with some exceptions] say yes or no to activities that need resource consents or permits in the customary title area). In order to prove customary marine title in a particular area, a group must have had exclusive use and occupation of the area since 1840 without substantial interruption and have held the area in accordance with tikanga.

Protected Customary Rights

20. Iwi, hapū or whānau can also seek recognition of certain customary activities such as waka launching and gathering natural materials. These are called protected customary rights. Generally, these customary rights or interests are afforded protection to allow the recognised group to carry out a protected activity without the need for a resource consent.
21. An applicant group does not need to have an interest in land in or abutting the specified part of the common marine and coastal area in order to establish protected customary rights.

DISCUSSION and OPTIONS

- 22. Following their deputation on 30 September, NHOTA provided Council with a formal request for a return of foreshore to the NHOTA collective. This was requested to occur through contract or deed of transfer.
- 23. In their request NHOTA noted that ownership of land abutting the specified area can be taken into account by the High Court when considering NHOTA's application for CMT and enhance the strength of their application.
- 24. With respect of their parallel process of application for CMT, NHOTA have asked that their request for the return of land be progressed as quickly as possible, as all evidence must be presented to the Court by April 2022.

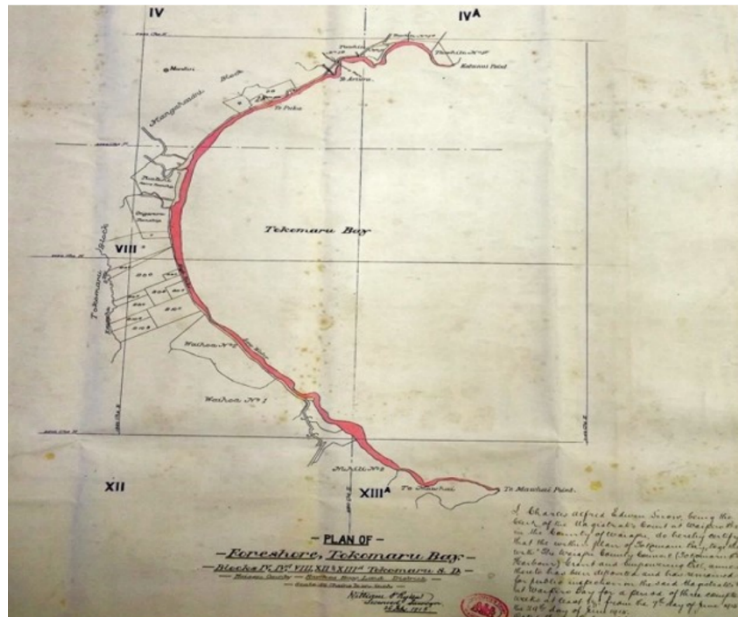


Figure C: Plan of the Tokomaru Bay foreshore, map presented to Council by NHOTA

Land titles for parcels taken under the Public Works Act in Tokomaru Bay

- 25. The Public Works Act 1981 (PWA) applies to the land parcels held under multiple titles (GS1A/1410, GS3A/764, GS3A/716, GS3A/763), comprising the harbour area presented by Nga Hapū o Tokomaru Ākau (see figure C) during their 30 September 2021 deputation. This stretches from Koutunui Point in the north, to Mawhai point in the south.
- 26. The Marine and Coastal Area (Takutai Moana) Act 2011 impacts land under titles where now within the common marine coastal area.
- 27. Figures 1-6 illustrate the land parcels under Council title, with this highlighted in transparent red/ maroon. You can see where the coastal marine area now exists underneath.



NB: The inland parcels highlighted on figures 2 and 3 were not acquired for harbour purposes and are separate titles.





Divestiture of title

- 28. Title over the public foreshore and seabed was divested of Council and placed in the Crown following enactment of the Foreshore & Seabed Act 2004. At the time the Registrar did not cancel the certificate of title for land parcels within both the public foreshore and seabed as directed under section 23 of the Foreshore & Seabed Act 2004.
- 29. When subsequently repealed and replaced by the Act in 2011, Council then had similar processes of divestiture applied under section 23 of the Act.
- 30. Council titles in Tokomaru have land both in the common marine and coastal area and land adjacent. In this instance s23 of the Act applies- either the Minister of Conservation or Council may apply to the Registrar for the issue of title for only the adjacent land. Once this occurs the Registrar will cancel existing, and reissue new, titles. This has not occurred, so record of our historic title over the common marine and coastal area remains.

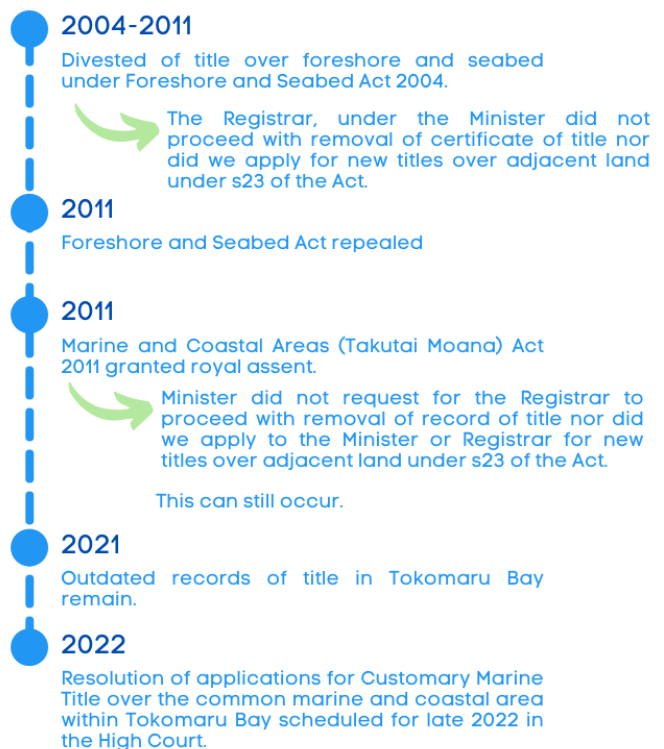


Figure D: Overview of divestiture of title under the two acts.

Reviewing whether remaining land has purpose

31. Following survey, the balance of land remaining under the new titles would need to be assessed for purpose. While acquired by the Crown for Harbour Board Purposes this is no longer relevant for much of the Tokomaru Bay titles. Before deciding if land should be offered back to its original owner or the successor of that person, consideration of whether it should be used for another public purpose is needed. This should include consideration of existing assets and uses.
32. Deciding the return of land acquired under the PWA is a decision of Council, independent of High Court proceedings to determine CMT for the common marine and coastal area.

Assets on Tokomaru Bay land parcels

33. Multiple assets that form part of wider strategic asset networks (listed in the [Significance and Engagement Policy 2021](#)) are adjacent to the Tokomaru Bay common marine coastal area on part of land parcels that make up the foreshore titles acquired for Harbour Board Purposes. This includes portions of our land drainage system (which includes open river systems and waterways), reserves land (including land used as recreational areas), and local roads that form part of Council's regional roading network.
34. Tokomaru Bay Wharf is a Heritage New Zealand (HNZ) Category 2 registered 100-year-old wharf structure. While the wharf extends out onto the common marine coastal area, the majority of the adjoining infrastructure used by the public (such as the carpark) is landward.
35. Buildings adjacent to the Tokomaru Bay Wharf owned by Council are currently occupied by a lessee, who lives onsite and operates a seasonal gallery for tourist visitors.

Offering land back where acquired under the Public Works Act

36. Obligations exist to offer land back if acquired for a public work where the land is no longer required for that public work, is not required for any other public work or purpose, nor required for exchange.
37. If there is an obligation to offer back it is to "the person from whom it was acquired or to the successor of that person." Determining successors to original owners for all land parcels will be required as part of fulfilling this obligation.

Kakepō

38. On 4 July 1996 Tauranga Waka (ancient canoe landing sites) was returned to Te Ao (Te Whānau a Te Aotawarangi). Named Kakepō, the land was re-vested in Te Ao by the Māori land court on application of Council. This application was the result of submissions made to Council by Te Ariuru Marae Trustees.
39. In 1997 the site was gazetted and set apart as Māori reservation (Tauranga Waka) status, for the purpose of cultural, historic and scenic interest for the common use and benefit of the people of New Zealand.
40. Kakepō is the area of land adjacent to the Mangamate stream at Te Ariuru. This is shown in figure 7.



Figure 7: Kakepō site, off Waima Road.

Request for title

41. While acknowledging the mana of Nga Hapū o Tokomaru Ākau, no one owns land now within the common marine coastal area. Council is unable to arbitrate rights within the common marine coastal area – that is a role for the Courts. Any adjacent land must first be surveyed and assessed for alternate purpose and, where this does not exist, its legal successors defined as part of pursuing its return.
42. With regard to applications under the Marine and Coastal Area (Takutai Moana) Act 2011, Council's position has been to not lend its influence to applicant groups during legal proceedings. The request of NHOTA for land acquired under the PWA implies this a key driver for the return of Tokomaru Bay land parcels adjacent to the common marine coastal area.
43. Customary marine title will be awarded in accordance with tikanga through the High Court, with this process scheduled for resolution for Tokomaru applicant groups in the second half of 2022. Council does not have a role in these proceedings, but will receive direction from the Courts, and be required to undertake any joint management arrangements as posed.
44. Resolution on the return of PWA land is better suited following Court proceedings scheduled to occur in late 2022. Where practicable, staff are able to share information held on its titles or the adjacent land in Tokomaru Bay with any applicant group at request and strengthen our relationships through good faith.

ASSESSMENT of SIGNIFICANCE

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Medium Significance

This Report: Medium Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: High Significance

This Report: Medium Significance

The level or history of public interest in the matter or issue

Overall Process: Low Significance

This Report: Medium Significance

45. While the report is only for information and does not seek a decision, the request it considers is of high significance to the applicant group and the group's community, and the type of request made and Council's future decision on the matter is likely to be of **Medium** interest to the general public.
46. For these reasons this report is of **Medium** significance in accordance with Council's Significance & Engagement Policy.

TANGATA WHENUA/MAORI ENGAGEMENT

47. No engagement with tangata whenua or Māori stakeholder groups has specifically occurred as part of preparing this report as this report responds specifically to a request from tangata whenua.

COMMUNITY ENGAGEMENT

48. No community engagement has specifically occurred as part of preparing this report. Community engagement does not need to occur as part of forming a decision to return land acquired under the PWA or the Land Transfer Act (2017).
49. In this instance, while the titles extend over the common marine coastal area, some land parcels within those titles remain above the mean high water tide. Prior to a decision being made in the future to return land to its previous owner, consideration needs to be given as to whether that adjacent land may continue to serve a public purpose, including whether purposes beyond the original reason for acquisition now apply. This means considering matters of future community and public interest and use.

CLIMATE CHANGE – Impacts / Implications

50. There are no direct impacts or implications affecting climate change posed in the matters of this report, largely relating to the status of historic titles and title records in Tokomaru Bay.

51. Impacts from climate change, including storm events, tide change and other matters that increase coastal erosion and hazards will continue to impact the land parcels considered in this report, beyond a change to its physical character. Should title of land adjacent to the common marine and coastal area remain with Council, ownership of portions will continue to be divested of us overtime as a result of erosion. Part 2 Section 11 of the Act states:

(4) Whenever, after the commencement of this Act, whether as a result of erosion or other natural occurrence, any land owned by the Crown or a local authority becomes part of the common marine and coastal area, the title of the Crown or the local authority as owner of that land is, by this section, divested.

CONSIDERATIONS

Financial/Budget

52. There are no financial implications posed by the recommendations of this report. There are financial implications for potential future actions needed to inform a resolution:
- Council has not planned or budgeted for a survey of its land parcels held in Tokomaru Bay. The cost of this exercise and time required for its completion is likely to be extensive, considering the area of the different land parcels needing survey.
 - If Council applies to the Registrar for titles for land adjacent to the common marine coastal area under s23 of the Act, there is a fee associated with this application process, though the cost is not clarified in the Act.

Legal

53. Under section 11 of the Act the common marine and coastal area (land bounded on the landward side by the line of mean high-water springs and on the seaward side by the outer limits of the territorial sea) has a special status and cannot be owned by the Crown or any other person. Every local authority has been divested of any title as owner of any part of the common marine and coastal area.
54. The Minister of Conservation may request that the Registrar cancel any record of title that comprises land that is wholly within the common marine and coastal area (section 22 of the Act).
55. If a record of title comprises any land that is part of the common marine and coastal area as well as adjacent land (the **adjacent land**) above the line of mean high-water springs, either the Minister of Conservation or the owner of the adjacent land may apply to the Registrar for the issues of a record of title for the adjacent land (section 23 of the Act). The Registrar may require the deposit of a survey plan.
56. The Court may make an order recognising a protected customary right or customary marine title (section 98 of the Act). This then needs to be considered in both the Resource Management Act 1991 and Local Government Act 2002 decision making.
57. The Public Works Act 1981 imposes offer back obligations on Council should it decide to dispose of land taken or held for public works which is no longer required for that public work, or for any other public work.

POLICY and PLANNING IMPLICATIONS

58. The matters presented in this report have been considered for consistency with Council plans and policies, including the Significance & Engagement Policy 2021, the Financial Strategy 2021 and Long-Term Plan 2021.

RISKS

59. Council must ensure it follows due process under the Act and the Public Works Act 1981. Council can support and assist applicants under the Act where it can, but ultimately it is the role of the Courts to make a decision on those applications. The Courts can make an informed decision after hearing all the evidence.

NEXT STEPS

Date	Action/Milestone	Comments
April 2022	Supporting information for High Court Proceedings due	Should applicant groups require information from Council.
September 2022	High Court hearing for Ngā Hapū o Tokomaru Akau application for CMT in Tokomaru Bay	Council is not part of proceedings but will be informed of decision.
TBC	Consideration of resolution to return land be undertaken.	

Title: 21-285 Makorori Beach Management Plan Update
Section: Liveable Spaces
Prepared by: De-Arne Sutherland - Liveable Spaces Manager
Meeting Date: Monday 13 December 2021

Legal: No

Financial: No

Significance: **Low**

Report to COUNCIL for information

PURPOSE

The Operations Committee approved the development of a Reserves Management Plan in May 2021 (**report 21-76**).

The purpose of this report is to provide an update to Council on the progress of a planning document for Makorori reserves and adjoining surrounds.

SUMMARY

Following the May Operations Committee meeting decision staff developed a brief for services for the preparation of a plan for Makorori. Xyst Consultants were engaged in July to prepare the plan given Xyst's experience preparing plans for Councils across New Zealand.

Members of the Makorori community have presented a wide range of issues concerning activities and use of Makorori Beach, reserves and foreshore areas to Council over recent years. Some of these concerns can be considered by Council, but some are outside of Council's mandate. While the May report identified a 'Reserves Management Plan' as a mechanism to capture concerns and provide strategic direction, Xyst Consultancy have recommended a more high-level spatial planning exercise that considers reserve and non-reserve land to support cohesive outcomes. They refer to this as a master plan.

A master plan would help support a co-ordinated approach to future use, management and development decisions relating to Makorori Beach, reserves and foreshore areas, providing useful information for the Tairāwhiti Resources Management Plan review and informing a future reserve management plan for Makorori reserves or an omnibus coastal reserves management plan in the future.

Staff advise that the preparation of a Makorori Master Plan, rather than a reserves management plan, to consider reserve and non-reserve areas as an appropriate mechanism to best capture community aspirations and inform future management decisions.

The decisions or matters in this report are of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

- 1. Notes the contents of this report.**

Authorised by:

Michele Frey - Director Liveable Communities

Keywords: Makorori beach, coastal environment, sand dunes, reserve management, New Zealand Coastal Policy Statement

BACKGROUND

1. Dafydd Pettigrew is Xyst Consultancy's lead for this project. He has led other projects for Council recently including the Whataupoko Reserve Mountain Bike Trail Signage Plan and implementation, and the delivery of Council's Capital Street Tree Programme. Dafydd has formed good working relationships internally with Council staff, but also with key stakeholders in the community.
2. A master plan will guide visitor and environmental management as well as future development along the Makorori Beach and foreshore area. This plan is intended to be an outcomes-based document that reflects the strong community vision for the Makorori Beach area yet has enough detail to provide some operational direction in the form of management intentions and implementation actions for specific areas or issues such as vehicle access and dune restoration.

DISCUSSION and OPTIONS

3. A master plan will guide visitor and environmental management as well as future development along the Makorori Beach and foreshore area. This plan is intended to be an outcomes-based document that reflects the strong community vision for the Makorori Beach area yet has enough detail to provide some operational direction in the form of management intentions and implementation actions for specific areas or issues such as vehicle access and dune restoration.
4. A master plan approach is considered more flexible and suited in this instance than a reserve management plan under the Reserves Act 1977 (see **Attachment 1** – Comparing a Master Plan vs Reserve Management Plan).
5. Given the nature of this project including a potentially high-level of stakeholder interest, and given the consultation already undertaken and feedback captured to date, Xyst proposes to deliver the project in three stages, including hold points at the conclusion of each stage:
 - Partner and stakeholder engagement
 - Plan development
 - Wider public consultation and plan approval
6. The master plan process will follow the same approvals process as a reserves management plan with a draft master plan and revised draft master plan presented to a Committee of Council for approval, including summary of submissions/feedback.
7. While engagement has been initiated with internal parts of Council and some key community members, wider scale engagement is proposed to get underway as soon as Level 2 COVID constraints are removed. This is likely to involve a series of meetings and stakeholder/community workshops over the next few months.

ASSESSMENT of SIGNIFICANCE

Consideration of consistency with and impact on the Regional Land Transport Plan and its implementation

Overall Process: Low Significance

This Report: Low Significance

Impacts on Council's delivery of its Financial Strategy and Long Term Plan

Overall Process: Low Significance

This Report: Low Significance

Inconsistency with Council's current strategy and policy

Overall Process: Low Significance

This Report: Low Significance

The effects on all or a large part of the Gisborne district

Overall Process: Low Significance

This Report: Low Significance

The effects on individuals or specific communities

Overall Process: Low Significance

This Report: Low Significance

The level or history of public interest in the matter or issue

Overall Process: Medium Significance

This Report: Low Significance

8. The decisions or matters in this report are considered to be of Low significance in accordance with Council's Significance and Engagement Policy.
9. The purpose of this report is to update Council that the process being used for Makorori will be a higher level master plan rather than a reserves management plan (prepared under the Reserves Act 1977). The implications of this adjustment are considered minor.

TANGATA WHENUA/MĀORI ENGAGEMENT

10. Engagement with mana whenua, iwi, hapu and whanau will be considered paramount through Council's partnership commitment during the preparation of the master plan.

COMMUNITY ENGAGEMENT

11. An Engagement and Communications Plan is being prepared for this planning project by Xyst Consultants with support from Council's Engagement and Māori Responsiveness, Liveable Spaces and Strategic Planning teams.

CLIMATE CHANGE – Impacts / Implications

12. The impacts of climate change will be considered through the master plan preparation process, consistent with New Zealand Coastal Policy Statement and Tairāwhiti 2050.

CONSIDERATIONS

Financial/Budget

13. The cost of the process is anticipated to at approximately \$32,000 and includes consultant procurement and engagement fees and is funded from existing Strategic Planning and Liveable Spaces budgets.

Legal

14. There are no legal implications.

POLICY and PLANNING IMPLICATIONS

15. The Tairāwhiti Resource Management Plan review could see changes to land use and resource management in coastal communities, which could impact reserve planning.
16. An omnibus (multi reserves) coastal reserves management plan is part of Council's long-term work programme. It is not being progressed currently due to higher priority projects.

RISKS

17. There is a risk that members of the community may not be sure of a master plan process and how effective it might be. This can be mitigated during our first meetings and workshops.
18. There is a risk that iwi, landowners, and/or stakeholders may be reluctant to contribute developing outcomes for the wider Makorori surrounds and may want to focus on Council managed areas only. Engaging in an appropriate way and using the right types of forums will be important and should mitigate this risk.

NEXT STEPS

Date	Action/Milestone	Comments
Jan-March 2022	Stakeholder and community engagement	Enabled under Covid Protection Framework guidelines and Council Safety Plans

ATTACHMENTS

1. Attachment 1 - Brief Overview Plan Types for Parks and Open Space [21-285.1 - 2 pages]

Brief overview of different planning tools for parks and open space

Master Plans

What is a master plan?

Master plans are tangible and often visible statements of where the park or open space area is now, what it should be in the future and key moves for how to get there.

A master plan describes the desired spatial outcomes and functions of a larger parks or open space areas and may be used to direct integrated and co-ordinated development and protection of different areas throughout the park/area.

When are master plans used?

Master plans are often used to create a blueprint for protecting and/or improving larger parks or open space areas. They represent an overall plan for an area and are useful to guide decisions about and/or making changes in these areas.

Developing a master plan is often determined by the need to understand the current conditions, use, issues and conflicts in a park, to create a new and common vision for the park's future, and to develop a clear and co-ordinated set of key moves for implementation.

There is no set format or content requirement for master plans and they can also include management direction/intentions in the form of policy or guidelines if required.

Consultation on master plans can be customised to the project and aren't required to follow a prescribed statutory consultation process like a Reserve Management Plan prepared under the Reserves Act.

Example - <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/parks-sports-outdoor-plans/Documents/harbourview-orangihina-park-masterplan-adopted-february-2019.pdf>

Reserve Management Plans

What is a Reserve Management Plan

Reserve management plans are a statutory handshake with the community about how a reserve(s) will be managed into the future.

The Reserves Act 1977 describes a Reserve Management Plan as a plan to guide use, enjoyment, maintenance, protection and preservation of a reserve.

When are Reserve Management Plans used?

Reserve management plans are a mandatory requirement under s41 of the Reserves Act 1977 for all reserves held under the Act (excluding government purpose reserves or local purpose reserves).

The Reserves Act prescribes a specific consultation process for reserve management plans that includes two rounds of formal public consultation and provides for submissions on the draft to be heard.

Important note: Reserve management plans are only enforceable on the administering body. i.e. any rules and policies included in a reserve management plan can't be enforced on the public. However, the public can hold the administering body to account if does not adhere to the content of the plan.

Example: <https://www.fndc.govt.nz/files/assets/public/objectivedocuments/governance-and-executive-management-gem/elected-council-and-committees/meetings-and-agendas/lindvart-park-reserve-management-plan.pdf>

Other common planning tools

- Operational management plan (non-statutory)
- Recreation use and environmental management guidelines
- Open space policy (developed under LGA)
- Recreation and environmental enhancement plan
- Strategic action plan
- Other spatial plans – Landscape plan, development plan

Title: 21-243 Tairāwhiti Resource Management Plan - Remove Minimum Car Parking Provisions

Section: Strategy and Science

Prepared by: Shane McGhie - Principal Planner

Meeting Date: Monday 13 December 2021

Legal: Yes

Financial: No

Significance: **Low**

Report to COUNCIL for information

PURPOSE

The purpose of this report is to inform Council of the decision made by the Chief Executive under delegated authority removing and/or amending the Tairāwhiti Resource Management Plan (TRMP) provisions relating to minimum car parking numbers, as required by the National Policy Statement on Urban Development 2020 (NPS-UD).

SUMMARY

The NPS-UD requires Council to remove all reference to minimum car parking numbers from the TRMP by February 2022.

The NPS-UD states that the changes must be made without using a Resource Management Act (RMA) Schedule 1 process. This means that the relevant provisions of the district plan are to be deleted without going through the usual plan change process that involves public consultation, submissions, and hearings.

The Chief Executive formally made the decision to remove the required TRMP provisions on 23 November 2021, with notice of that decision being advertised within five working days, as required, on Monday 29 November 2021.

The decisions or matters in this report are considered to be of **Low** significance in accordance with the Council's Significance and Engagement Policy.

RECOMMENDATIONS

That the Council:

1. Notes the contents of this report.

Authorised by:

Joanna Noble - Chief of Strategy & Science

Keywords: TRMP, Plan Change, Minimum Car Parking, NPS-UD

BACKGROUND

1. The National Policy Statement on Urban Development 2020 (NPS-UD) was gazetted on 23 July 2020 and came into force on 20 August 2020.
2. Under the NPS-UD, Gisborne District Council is a 'Tier 3' local authority. Policy 11 of the National Policy Statement on Urban Development states:

"In relation to parking:

 - (a) the district plans of tier 1,2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and*
 - (b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans."*
3. Clause 3.38 of the NPS-UD provides further direction on implementing Policy 11:

"If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks."
4. Council is required to comply with Policy 11 of the NPS-UD by making the relevant changes to the district plan no later than 18 months after the commencement date of the NPS-UD – so by February 2022. These changes are provided for by section 55 of the Resource Management Act 1991 (RMA).
5. The NPS-UD states that the changes must be made without using an RMA Schedule 1 process. This means that the relevant provisions of the district plan are to be deleted without going through the usual plan change process that involves public consultation, submissions, and hearings.
6. The removal of the parking minimums does not limit the ability of new developments to provide on-site car parking, and it is anticipated that many will continue to do so.
7. Council will be able to consider car parking and traffic effects for any resource consents that have a discretionary or non-complying activity status, irrespective of whether the minimum car parking requirements have been removed from the district plan.
8. The current parking design standards and minimum loading space requirements are not impacted by the NPS-UD and will be retained in the district plan and remain applicable to new development proposals.

DISCUSSION

9. The Gisborne District Council **General Delegations to the Chief Executive and Delegation to Officers under the Resource Management Act 1991 and Local Government (Rating) Act 2002** instrument, dated 13 August 2020, *"Delegates to its Chief Executive all responsibility, functions and powers to act on any matter, excluding those matters in respect of which delegation is prohibited by legislation"*.

10. A district plan must give effect to any national policy statement (refer to section 75(3) of the RMA). Using section 55 of the RMA to comply with Council's obligations under the RMA with respect to the NPS-UD is not a matter in respect of which delegation is prohibited by legislation. Therefore, it is a delegation made to the Chief Executive.
11. The Chief Executive formally made the decision to remove the required TRMP provisions on 23 November 2021. Notice of that decision was advertised as required by the RMA on Monday 29 November 2021.

ASSESSMENT of SIGNIFICANCE

12. The decisions or matters in this report are considered to be of **Low** significance in accordance with Council's Significance and Engagement Policy. The streamlined Plan Change process is prescribed by the RMA to implement a National Policy Statement. The RMA makes it clear that the "normal" public participation is not to be used.

TANGATA WHENUA/MĀORI ENGAGEMENT

13. Tangata whenua have not been engaged during the preparation of this report.

COMMUNITY ENGAGEMENT

14. The community have not been engaged during the preparation of this report.
15. As stated previously, because the Plan Change is to implement the requirements of a National Policy Statement, the usual public participation required for plan changes is prohibited. This said, general feedback is that there is significant support for the removal of minimum car parking requirements, as parking provisions are often problematic and costly for developments.

CLIMATE CHANGE – Impacts / Implications

16. As an information report there are no direct climate change implications from this report.
17. However, the removal of minimum car parking provisions is likely to have flow-on effects for the use of private motor vehicles, including a potential reduction in private car ownership over time, and promote a modal shift, from a reliance on private motor vehicles, to walking, cycling and public transport use. All these changes will have impacts on greenhouse gas emissions and ultimately have some impact on climate change.

CONSIDERATIONS

Financial/Budget

18. The costs associated with the Plan Change are minimal and within existing budgets.

Legal

19. Completion of the Minimum Car Parking Provisions Removal Plan Change fulfils Council's obligations to implement the requirements of the National Policy Statement on Urban Development within the time specified.

POLICY and PLANNING IMPLICATIONS

20. Although a plan change of this nature would usually occur as part of a review of the TRMP, the change is to implement Council's obligations under the NPS-UD by February 2022, and therefore is occurring ahead of the full review of the TRMP, which is under way.

13. Mayor, Deputy Mayor and Elected Members Reports for INFORMATION



21-289

Title: 21-289 Te Maruata Whanui
Section: District Councillor
Prepared by: Meredith Akuhata-Brown - Councillor
Meeting Date: Monday 13 December 2021

Legal: No

Financial: No

Significance: **Low**

Report to COUNCIL for information

Te Maruata - Background

Te Maruata is a sub-committee of the National Council of LGNZ. Its role is to promote increased representation of Māori as elected members of local government, enhance Māori participation in local government processes, provide support for councils in building strong relationships with Iwi, Hapu and Māori groups, and provide Māori input on development of future policies or legislation relating to local government.

I have been an elected member of Te Maruata Ropu Whakahaere since February 2020 when I attended the hui in Taranaki. This role has been one of the highlights of my time on Council and has given me a number of opportunities to grow in my professional development as I am on the LGNZ Governance Strategy Advisory Group and also the LGNZ Equip Training Committee. There are eight members of Te Maruata that cover from the Far North, Auckland, Waikato, Whakatane, Tairāwhiti, Hastings, Taranaki, to the Selwyn District.

Thank you to our Mayor who supported me to stay on for the whole conference. It was a real privilege to share in the awards evening.

Te Maruata held our hui on Wednesday 14th July 2021 at Ukaipo the Rangitane Cultural Centre. It was the largest number of attendees to date and our Chair recalled the first meetings for Te Maruata generally there would be 5 people, this hui we had over 100 attend including a number of Mayor's, members of the Taumata Arowai Board, the panel undertaking the local government reform and the Minister of Local Government Nanaia Mahuta.

The agenda for the Hui is **attached**.

Since being elected, I have attended a number of zui/zoom meetings and after a few postponements a meeting in Auckland with Local Government Minister Nanaia Mahuta and the new Chief Executive Officer Susan Freeman-Greene.

We have been invited to speak to a number of forums and to a broad group of governors throughout New Zealand about the role of Te Maruata and its vision to see more equality and better Tiriti partnerships.

Key discussions:

- Māori Representation
- Three Waters Reform
- RMA reform and the impacts on whenua Māori
- Local Government Reform
- Equip training for elected members
- Institutional racism impacts
- Support for candidates looking to stand in local elections
- COVID-19

It has been a very challenging time for all those in governance and I have been so grateful for this role as it has been a real soul filling experience. I have made some wonderful friends and have gained more knowledge in Te Ao Māori, I look forward to 2022.

Mahia te mahi, hei painga mo te Iwi- work for the betterment of the people'.

Noho ora mai.

RECOMMENDATIONS

That the Council:

- 1. Notes the contents of this report.**

Authorised by:

Meredith Akuhata-Brown - District Councillor

Keywords: Te Maruata, National Council of Local Government NZ, LGNZ

ATTACHMENTS

1. Attachment 1 - Te Maruata Whanui Hui Agenda 14 July 2021 [21-289.1 - 3 pages]

Who's
putting local
issues on
the national
agenda?

**We are.
LGNZ.**

Te Kāhui Kaunihera o Aotearoa.

Te Maruata Whānui

AGENDA

Wednesday 14 July 2021, 11.00am - 5.00pm

Ūkaipō, Rangitāne Cultural Centre, 1 Fell Street, Grovetown

AGENDA

Te Maruata Whānui

Wednesday 14 July 2021, 11.00am - 5.00pm

Ūkaipō, Rangitāne Cultural Centre, 1 Fell Street, Grovetown

Attendees – Te Maruata Roopu Whakahaere, LGNZ

- Bonita Bigham, Community Board Member, South Taranaki District Council (Chair)
- Bayden Barber, Councillor, Hastings District Council (Deputy Chair)
- Alf Filipaina, Councillor, Auckland Council
- Meredith Akuhata-Brown, Councillor, Gisborne District Council
- Tipa Mahuta, Councillor, Waikato Regional Council
- Shane Epiha, Councillor, Selwyn District Council
- Moko Tepania, Councillor, Far North District Council
- Jackie Te Amo, Community Board Member, Whakatāne District Council
- Rachel Ropiha, Te Pae Urungi rep, Far North District Council
- Monica Fraser, Te Pae Urungi rep, Greater Wellington Regional Council
- Stuart Crosby, President, LGNZ
- Susan Freeman-Greene, Chief Executive, LGNZ
- John Stewart, Senior Policy Advisor, LGNZ

Further Attendees

- Mana whenua
- Te Maruata Whānui (wider Te Maruata collective)
- Minister Nanaia Mahuta, Minister for Local Government, and officials
- Future for Local Government Panel and officials
- Taumata Arowai and officials
- DIA and officials
- LGNZ National Council members

AGENDA**Te Maruata Whānui**

Wednesday 14 July 2021, 11.00am - 5.00pm

Ūkaipō, Rangitāne Cultural Centre, 1 Fell Street, Grovetown

Te Wā Time	Ngā Take mō te Rārangi Take Agenda Items	Te Nama o te Take Item No.	Kaikōrero Speaker
11.00 -11.45am	Pōwhiri	1	Mana whenua Te Maruata Whānui LGNZ
Kai o te Poutūtanga Lunch 11.45am-12.15pm			
12.15-12.40pm	Te Maruata address	2	Bonita Bigham Te Maruata chair
12.40-2.30pm	Future for Local Government workshop	3	Future for Local Government Panel Jim Palmer, Chair Penelope Hulse, MNZM John Ombler, QSO Gael Surgenor Antoine Coffin + Future for Local Government Secretariat
Kapu tī Afternoon tea 2.30-2.45pm			
2.45-3.35pm	Taumata Arowai update	4	Dame Karen Poutasi , Board Chair Bill Bayfield , Chief Executive Tipa Mahuta , Chair, Māori Advisory Group Katy Te Amo , Head of Strategy and Insights
3.35-4.25pm	Māori wards and constituencies update	5	Dominic Tay , Kaitātari Kaupapahere Matua, Ue Te Hīnātore, Te Tari Taiwhenua (Senior Policy Analyst, DIA)
4.25-4.45pm	Poroporoaki	6	Te Maruata Whānui Mana whenua

14. Public Excluded Business

RESOLUTION TO EXCLUDE THE PUBLIC

Section 48, LOCAL GOVERNMENT OFFICIAL INFORMATION and MEETINGS ACT 1987

That:

1. The public be excluded from the following part of the proceedings of this meeting, namely:

Confirmation of Confidential Minutes

Item 4.1 Confirmation of Confidential Minutes 30 September 2021

PUBLIC EXCLUDED Business

DECISION Reports

Item 14.1 21-286 Gisborne Holdings Limited Director Appointment December 2021

2. This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information & 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 of the relevant part of the proceedings of the meeting in public are as follows:

Item 14.1	7(2)(g)	Maintain the effective conduct of public affairs through the protection of such members, officers, employees and persons from improper pressure or harassment.
	7(2)(i)	Enable any Council holding the information to carry out, without prejudice or disadvantage, commercial activities.
Item 4.1 & 14.1	7(2)(j)	Enable any Council holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).