



What was decided

Deliberations were held 26 August 2024.

Decisions and adoption of the final Long Term Plan 2024-34 took place on 26 September 2024.

Project timing and rates affordability

We decided to change the timing of some projects to spread the cost over future years and reduce the immediate rates impact. This decision aims to strike a balance between affordability and ensuring our District keeps moving forward.

A breakdown of the impacted projects is provided in our decisions document.

Roading and walkway/cycleway projects

We decided to spend less on specific roading and walkway/cycleways projects to reduce the impact on rates. We looked at where we could pause some upgrades for a year, use existing reserves or reduce investment and slow the timing of delivery.

This decision means for the first year of the Long Term Plan, the budget for Community Board roading funds, public transport infrastructure and minor upgrades of rural roads is reduced to \$0. This reverts back to planned funding arrangements from year two onwards. This decision does not impact the reserve funds held by community boards to spend on roading projects.

Seal extensions and walking and cycling budgets have been reduced for the entirety of the 10 year plan. Submissions regarding seal extensions for specific roads will be investigated following our Seal Extension Prioritisation Policy.

Heavy vehicles have a greater impact on our roads and users need to pay more towards their maintenance

In our District, different types of properties contribute to road-related expenses at different rates, we call these differentials.

We recognise that those properties in the commercial, industrial and post harvest zoned are likely to use heavy vehicles and have a greater impact on our roads.

As a result, we decided to increase the roading rate differential for properties zoned in these areas from 2.0 to 4.0. This will mean that other zones will pay less toward the roading rate, reflecting the lesser impact they have on the roading network.

Future community facilities fund

To make sure community facilities have enough money to be built and taken care of, we need a good plan for funding. When community groups receive Council funding towards their facilities, it makes it easier for them to access additional funding from other sources.

We have decided to create a fixed fee per property to help fund these projects. This is introduced at \$25 in year three of the Long Term Plan and will increase to \$50 per property from year four. We will use years one and two to develop the criteria of the fund, to ensure we make fair decisions that will fund facilities for everyone to enjoy. Decisions on community facilities during the interim period will be made on a case-by-case basis.



Photo by Jo Jones capturing the Ōmokoroa waterfront.

Town centre development fund

The Town Centre Development Fund is a pool of money shared between the four major towns in our District - Waihi Beach, Katikati, Ōmokoroa and Te Puke. It is built up by collecting \$10 annually from every property in the District.

We decided to permanently stop collection of the town centre development fund, as we want to ensure we are funding these projects in the fairest way possible.

Pukehina development rate

We decided to permanently stop collecting the Pukehina Development Rate, which had been collected to fund a potential future wastewater scheme that is not currently planned to be progressed.

We decided to repurpose the money collected for existing projects in the Pukehina community that need funding, and will work with the local community to determine what these projects will be.

Te Puna Station Road

The closure to vehicles on Te Puna Station Road will continue while Council continues to assess the most appropriate solution for the long-term future. This will still allow access for pedestrians and cyclists, as we will relocate the shared path to the western side away from the riverbank as well as maintain optionality for the future of the road.

In response to concerns relating to the impact of heavy vehicles using Clarke Road, we will prioritise considering ways this can be addressed through a review of the Traffic and Parking Enforcement Bylaw 2019.