

Vision Kerikeri

Growth with Vision

Thoughts for the day

*We have probed the earth, excavated it, burned it, ripped things from it, buried things in it, chopped down its forests, levelled its hills, muddied its waters, and dirtied its air. That does not fit my definition of a good tenant. If we were here on a month-to-month basis, we would have been evicted long ago. **Rose Bird, Chief Justice of California Supreme Court (1936-1999).***

*Love, friendship, respect, do not unite people as much as a common hatred for something. **Anton Chekhov, short-story writer and dramatist (1860-1904).***

In this newsletter

It has been a busy time since the last Newsletter in September 2023. We have new committee member following **the AGM in June**. We discuss the **draft Kerikeri Transport Plan** and **Proposed District Plan** and review the **Wairoa Stream projects** that have received a boost from a Community Board grant plus there is a look at how the stream is also **playing a role in Education** as students get involved with weeding, planting and school projects (such as eDNA sampling). Tom Batchelor gives **an update on speed limits**, Rod Brown delivers another round in his **planning (or lack of) series** and there is a host of **other news updates and briefs** for you to digest. Enjoy.

As always, we welcome your feedback on anything in this newsletter or any other matter that has been vexing your mind. Write to us at: visionkerikeri@gmail.com

Vision Kerikeri AGM 2024



The Mayor addresses the 2024 AGM

The AGM was well attended. We welcomed Mayor Moko Tepania, who was accompanied by Councillors Ann Court, Steve McNally and Babe Kapa; the Chairperson of our Community Board Belinda Ward and Lane Ayr; the CEO of FNDC, Guy Holroyd and two FNDC staff. You can read the report of our Acting Chairperson [here](#).

Amendments to the constitution were discussed at the meeting, regarding clause 16.5 clause to ensure the “not-for-profit” (pecuniary profits to any individuals) cannot be cancelled which is required by IRD and clause 22 regarding Disputes and Complaints (required for re-registration by Incorporated Society Act 2022). The meeting agreed that these amendments be redrafted and enacted by the Committee accordingly. You [read a more detailed account](#) of the AGM and [download the revised Constitution](#) on the VKK website.

The Committee

The committee agreed to stand again; Acting Chair Rolf Mueller-Glodde, Treasurer Inge Bremer, Justin Topzand, David Rees, Annette Main and Rod Brown. We welcome a new member, Barbara Souster.

Barbara spent many years moving around the country, and the world, with her IT husband, firstly with young children and then without. They most recently settled in Wellington, where Barbara worked as an accountant for a small CA firm. But Wellington was never going to be their retirement place, and recently they made the shift north, moving into their current property just before the Covid-19 lockdowns. Coming north has been a return home for Barbara as she was born and grew up in Kaitia.



Barbara Souster

Since they arrived, Barbara reports that they have both enjoyed getting involved in the community, joining organisations and activities, and so is happy to come on board Vision Kerikeri to help support its work in the community.

Council Matters

Opinion: How we (fail to) plan in Kerikeri - Part 7

by Rod Brown

Imagine our surprise when we saw the headline ***Dystopian vision of Kerikeri from 50 years ago discovered.*** An article by Mike Dinsdale in the Northland Age of July 23rd.

This vision of Kerikeri written in 1974 by an unknown author was discovered in the archives of Heritage New Zealand. This nearly 50-year-old visionary document outlined a far-sighted and innovative concept for the township of Kerikeri. It warned against the evils of ***“ribbon development” – increased commercial and housing activity hanging off a single main arterial road. If the people of Kerikeri did not change their ways, a grim future awaited and noted that already the main street of Kerikeri is crowded with cars. This street, straight and carrying through-traffic, can be difficult and even dangerous to cross especially for children and the elderly,***” This warning has come to pass.

The last words of the anonymous writer who took time to record their thoughts five decades ago: ***“There is no doubt that Kerikeri is quite capable of making itself a unique and remarkably civilised place. We all want it. It needs brains, work and***



Kerikeri’s main streets are packed with vehicles during the day, something a concerned Kerikeri resident warned almost 50 years ago would take away the town’s ‘relaxed and pleasant’ atmosphere.

cooperation. Starting now.” But 50 years later, almost no tangible improvements have been made to the traffic problems in our main street.

The full article can be read on the [NZ Herald website](#).

So, the story of planning for the CBD, the impact of vehicles on our town centre and traffic along our linear Kerikeri Road and a bypass linking Butler Road via Homestead Road to Clark Road, has a long history. Vision Kerikeri (VKK) were aware of a history dating back to 1986 starting with a report to the old Bay of Islands Council by Beca Carter entitled “Kerikeri Concept Plan” which incorporated a “Precinct Plan”. This was reiterated in subsequent reports by several other consultants to FNDC which was formed in 1989, then embodied in the 2000 Structure Plan which went nowhere, and then incorporated in the 2007 Structure Plan which had wide public consultation, was adopted by Council, and then largely ignored. Since that time, VKK has chronicled this issue to Council in submissions, letters, presentations, and meetings without effect until quite recently. The failure to act indicates a failure of council to respond to the needs of our local community and appears to have had an element of parochialism.

The proposed bypass would run parallel to our Main Street, redirecting "through traffic" away from the town centre, and this remains an essential pre-condition for a “Precinct Plan” for our town centre. This new route would allow vehicles to still pass through the Main Street, but it would no longer be the main thoroughfare. Instead, the focus would be on creating a more pedestrian-friendly and safer environment, where people and other modes of transport take priority, and vehicles become guests in this space, ultimately contributing to our overall well-being. Council did take early steps toward a bypass by purchasing properties, then sold them and then purchased them back again. Since 2006, eight houses between Butler Road and Clark Road have been bought at a cost of \$4.845M.

Recently, the FNDC 2024 to 2027 plan, schedules a CBD Roding bypass at a cost of \$5.232M in year 3 which is good news. A challenge is that Kerikeri is not on a State Highway. State Highways are funded by NZTA for internal roads, so it is difficult to get funding from NZTA, however the bypass could be funded by say targeted rates or from surplus land along the new road.

In August 2021, following presentations by VKK and Our Kerikeri and prodded by Councillors Ann Court and Rachel Smith, Council at last recognised growth in Kerikeri was barely controlled by our very permissive District Plan and started a review of the 2007 Structure Plan. Two Zoom meetings with some community, public commercial and institutional participants took place, which apparently is regarded as sufficient public consultation, and the ponderous, Te Pātukurea, Kerikeri Waipapa Spatial Plan for the greater Kerikeri/Waipapa area has commenced. New consultants have been appointed and Spatial Planning is proceeding slowly.

Representations from Vision Kerikeri and Our Kerikeri for planning a more detailed master plan for the CBD area in tandem with this Spatial Plan, were rejected by Council. The CBD, though compact, is an important focal area. The chairpersons of VKK and Our Kerikeri collaborating informally with staff from FNDC and Far North Holdings were making promising progress, but these efforts were abruptly halted by FNDC staff, who stated that completion of Patukurea was required before further action could be taken on a masterplan. Our Kerikeri had conducted several public meetings and analysed data from 1,200 community participants, but this work has now been put aside as too old. The notion of a “Precinct Plan” with its traffic issue well established and a simple solution of a 350 Metre grid road between Butler and Clark Roads, is generally understood by the public as not merely to solve congestion but a well-being issue to create a great people first place in the CBD and to get the centre of our town back but is not understood it seems by Council staff.

A grid network would offer multiple ways to navigate the town. Even if traffic congestion is not yet a significant issue for Kerikeri, as questionable traffic reports suggest, from an urban design perspective, how many towns rely

on a clunky and complicated one-way system as their main thoroughfare?

According to council planners, nothing can be done without first finalising a high-level Spatial Plan presumably to make certain that a bypass is in fact needed from future growth. The French have a proverb *“L’ennemi du bien est le bien”* or *“perfection is the enemy of the good”*.

So, after 50 years little has been done to resolve a problem known since 1974 and for which the Council has spent nearly \$5M buying property. Meanwhile, further development is continuing along Kerikeri Road and other areas and will only increase the traffic in our town.

Pātukurea, the Spatial Plan, is dealing with growth and high-level infrastructure and is admittedly complex but is very process driven. After the council delivers a Foundation Document, a Framework Document and a Spatial Plan there will be other planning layers to be peeled back, rather like an onion skin, and is likely to take decades to implement. The Proposed District Plan will have an impact; infrastructure, and affordability will be a challenge. FNDC advises that a stakeholder workshop for the Patukurea is planned in September with public engagement in November.

A draft Kerikeri Transport Network Plan is under development

The council is currently developing a Transport Network Plan for the Kerikeri area, which will contribute evidence needed for the spatial plan (Te Patukurea). A PowerPoint presentation was made to Council in March and indicated the following:

- The transport plan will focus on transport activity rather than just roads - this seems to be a step forward. However, nothing about cycling or pedestrian networks was mentioned.
- A computerised model of the existing traffic network has been built. We understand that key traffic count data in Kerikeri was collected in the depths of winter (June 2022) and when we were all still coming out of Covid reduced activity.

A screen shot below is from the presentation to Council of key conclusions:

Existing network results:

- No significant road capacity issues
- Some peak period speed reduction Kerikeri Road
- Limited delays in peak hours for majority of intersections

Summary:

- Currently insufficient traffic problems to warrant justification of need for network upgrades in a Programme Business Case

- Traffic modelling concluded there are “No significant road capacity issues” in Kerikeri and noted that Kerikeri Rd is operating at only 50% of its capacity in other words that Kerikeri Road can carry twice the amount of traffic that it carries currently. This is presumed to be measured at the mid-block sections along Kerikeri Road between the major roundabouts.
- The modelling indicated only “limited delays in peak hours for the majority of intersections” in Kerikeri. People waiting in traffic queues trying to get through the Hobson Ave/KK Road roundabout at certain times of the day would be surprised at these conclusions. So would those making right turns out of Hall Road other intersections and dead ends along Kerikeri Rd.

- As the study concludes that current traffic problems in Kerikeri are insufficient to justify the expense of preparing a 'business case' for upgrades to the road network, this will make it difficult to get necessary funding for road upgrades in Kerikeri.
- Worryingly, this report to Council makes no mention of transport options other than cars although the community has made it clear we want Kerikeri to be much more pedestrian and cyclist friendly, particularly so children can get safely to school, inter alia by removing through (motor) traffic from it.
- Community groups have not been consulted or involved with transport planning for Kerikeri and much of the draft transport plan is inconsistent with their general goals. We have pointed out that Kerikeri Rd is the only feasible route for a large proportion of origins/destinations at present. The transport plan's approach gives the impression that the council is reverting to form and top-down planning which has dogged Kerikeri for decades. It is also contrary to the Far North Future Plan (Far North 2100) with its focus on putting community well-being first and includes developing things like networks of safe cycleways and walkways.

A request to the LGOIMA

A request has been made under the LGOIMA (Local Government Official Information and meetings Act 1987) for the computer model on which this report to Council is based. This has been declined by Council on the grounds that it is not able to release an electronic copy of the model to the public - given its commercial sensitivity and that Council believes that in the circumstances, there is no public interest in releasing this information that would outweigh the need to withhold it. The council's refusal to provide the requested information makes it virtually impossible to evaluate whether its investigation is well conceived and/or accounts adequately for all transport options and modes available to Kerikeri. VKK with other Community groups intends to seek a review of this decision from the Ombudsman to seek the transparency of advice being provided to Council.

FNDC Proposed District Plan (PDP)

As described in our last newsletter, in 2022 VKK in cooperation with Our Kerikeri, Carbon Neutral NZ Trust and Kapiro Conservation Trust prepared extensive submissions for the PDP under leadership of our previous chair Jo Lumkong and member Melanie Miller. Further submissions were made in Sept. 2023. Hearings by Commissioners started in June 2024 and will last until Oct 2025, covering various aspects one by one. Our joint community groups have had presentation slots at the first three Hearings, drawing the Commissioners' attention to the main points as well as to opposition to other submitters' requests. Preparations for Hearings 4 and 5 are ongoing. The VKK Constitution includes "enhancing the nature and quality of both the natural and built environments," and therefore VKK and the other groups will remain engaged at the Hearings until the end in 2025. The final PDP may still be opposed by others, possibly extending this long-drawn process even further.

Wairoa Stream update

Wairoa Stream by Numbers

- ✓ 2024: planted 1,550 plants (funded by Trees That Count and Carbon Neutral Trust Kerikeri).
- ✓ Total plants 2013 to 2024 = 24,870 of 70 native species.
- ✓ Total volunteer hours 2013 to 31 July 2024 = 12,609.
- ✓ Total project value to date = \$436,700 - 56.1% volunteer labour @ \$20/hour until 1 April 2022 thereafter at minimum hourly labour rate.
- ✓ 43.9 % funding in cash or in kind from institutions, community groups, businesses & individuals (Council contribution \$25,580).

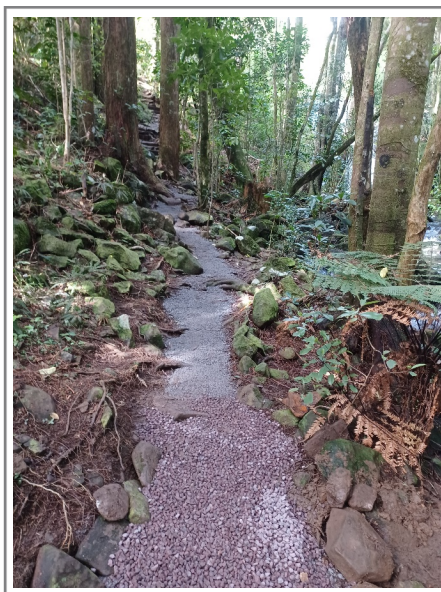
Track maintenance

Dalton track is a short and increasingly used access to Te Wairere waterfall and its small carpark is shown in tourist guides. It is suffering from fair wear and tear. This will increase following the recent closure of the FNDC pump site by Cobham bridge, which has been a de facto car park for Te Wairere visitors.

Friends of Wairoa Stream (FOWS) has been improving the Dalton track. The road metal used on the Dalton track and elsewhere on the main Wairoa track has been donated by Ventia quarry to whom we are very grateful. Without Ventia's support the track would be much muddier, barely usable, in winter.



These steps have been upgraded



This previously wet area has been drained and metalled



These steps have been tidied up

Our Community Board grants Friends of Wairoa Stream \$7,935

A key objective of Friends of Wairoa Stream (FOWS) is to link nearly weed free bush remnants with our native plantings and our enhancement of regenerating native bush to form a near continuous wildlife corridor. An ambitious goal is to make Wairoa Stream the only weed free area of Kerikeri, which may be the weed capital of the world. Tree Privet (*Ligustrum lucidum*) is a highly invasive alien weed species. We have found that the new understory in parts was well on its way to becoming a Tree Privet (and Taiwan Cherry) forest with its myriads of seedlings outcompeting native species, while the mature Privet trees form the canopy and shade out new growth. Privet pollen can affect Asthma sufferers.

FOWS has eliminated many Tree Privets (and Taiwan Cherries) but requested \$7,291.00 from our Community Board to have seven very large Tree Privets, which exceed our capability, felled by a qualified contractor. These trees are a primary seed source, seed prolifically, and would continue to be an on-going threat to our habitat restoration and maintenance effort. Five of the seven trees overhang the stream which washes seeds further downstream.

The Community Board also funded 2 spray suits at a discounted cost of \$448.50 for the safety of two of our volunteers when spraying and a St Johns First Aid course for one of our volunteers.

We are grateful for the ongoing support of the Community Board which has supported us at key moments since 2014 and has granted us \$52,600 altogether.



Privet Seed



One of the mature privets to be felled

Education & Wairoa Stream

Kerikeri High School



Kerikeri High School (KKHS) helps with riparian planting

On 29th July, KKHS year 11 students in the “Life & Environment” course joined FOWS at a working bee to plant riparian species along the Te Tahawai tributary stream edge. About 550 Carex secta, umbrella sedge and Salt Marsh ribbonwood were planted along to hold it against erosion and replace perennial weeds (see images).



KKHS weed busting May 2024

Keen Year 7 weeders from KKHS prepared the KKHS swimming hole planting site for another class to plant it out in the following month.



KKHS students conduct eDNA sampling of the Wairoa Stream

By **Sandra Leaming** science teacher at KKHS

Kerikeri High school students became forensic detectives in March this year sampling the Wairoa stream for eDNA. Just like criminals leave DNA at the site of a crime, organisms living in or alongside the Wairoa stream shed DNA into the waterway. The environmental DNA (eDNA) collected can be analysed and matched to a library of DNA to identify what organisms are present. The results from the students sampling are available for viewing at Wilderlab website <https://s3.ap-southeast-2.amazonaws.com/wilderlab.openwaters/reports/9bed5d51037721c0.html>

Native species deemed to be at risk were detected including kāeo (freshwater mussels), torrent fish and tuna (long finned eels). An invasive species, Gambusia (mosquito fish) was also detected.

Based on the types of organisms detected in a waterway, scientists can give it a TICl score. This is a measure of the waterway's health. The Wairoa stream has a TICl score of 90.81. This measure of stream health places the Wairoa stream at the lower end of acceptable. The Kerikeri river sampled by the students on the same day had a TICl score of 81.46 placing the condition of the river at the higher end of poor. The students would like to thank Kerikeri Rotary members for helping fund a number of eDNA kits.

Students would like to expand their investigation to use eDNA testing to:

- a. Monitor the Wairoa stream over time to assess if restoration efforts are having a positive impact, with samples to be taken in 2025 and 2026.
- b. Gain baseline data of what are living in the Dalton track stream and Te Tahawai stream, tributaries of the Wairoa stream.
- c. Sample the Wairoa stream at intervals above the waterfall to gain base line data of this section of the stream.

They are currently working towards submitting a project proposal to obtain thirty-six kits through the Wai Tuwhera o te Taiao community science programme.

There is an opportunity for the students to partner with people in the community who would be willing to purchase additional eDNA kits to expand the project to include monitoring the Te Tahawai stream over time or extend the eDNA sampling into the three branches of the Wairoa stream beyond Riddell Road. The cost of each kit is \$290; however, project partners are currently being offered a 20% discount by Wilderlab. Please contact Science teacher Sandra Leaming at Kerikeri High School if you would like to be a project partner sleaming@kerikerihigh.ac.nz



KKHS Life & Environment class eDNA testing at Te Tahawai tributary.



Kerikeri Primary School planting

KKPS has been planting out their site since 2017 and now the first Kahikatea and Puketea, after a slow start are underway; some are four metres in height. It has been a difficult site for the students - very wet in winter and it dried out this summer in drought conditions. Weeds like Jasmine, Privet, and Moth Plant have been a problem. Nonetheless it is showing early signs of becoming a lowland/coastal forest something like it might have been eight hundred years ago.



News Updates & Briefs

Cancellation of Kerikeri Transport Choices Plan

The Transport Minister Simeon Brown wrote to councils around the country before Christmas informing them any Transport Choices plans put on hold by the new government in October would not receive any more funding and would therefore not proceed. The Transport Choices plan included a roundabout and pedestrian crossing at a busy intersection near Kerikeri's primary and high schools, as well as widened footpaths, bike paths and raised crossing platforms to slow traffic.

Since more than two thousand students attend two schools on Hone Heke Rd, which also has a kindergarten, two early childhood centres and a kohanga reo. As the various works are intended to improve safety this is considered a short sighted and backward step. We know that Mayor Tepania has been advocating strongly in Wellington for this project to continue.

Kainga Ora in Kerikeri

Since our report in the last newsletter, the policy of the new government has impacted Kainga Ora. In Kerikeri, the development at Clark Road is progressing, while the plans for 115 Kerikeri Road have been paused and the partnership-engagement with Gemscott and Ngati Rehia for 56 Hall Road has been cancelled.

It is not known what development or timeline is now intended for 56 Hall Road, however Friends of Wairoa Stream has negotiated with Gemscott the project manager, with the support of the FNDC Reserves planner, for steps from the Te Tahawai Stream tributary public walkway track up the 2.6M wall, which would be created by the new Mill Lane to Hall Road extension, and would completely block the track and public access. We have raised with Council staff about reinstating a public pathway and planting along it, between Te Tahawai to Mill Lane and Hall Road, as part of the new road construction.

Tubbs Farm

The Environment Court unfortunately overruled the Council's decision to decline consent, giving approval for the proposed 119 lot development at former Tubbs Farm on Kapiro Road. However, conditions were imposed particularly to protect flora and fauna. The Court instructed the parties to discuss further, matters relating to the protection of native wildlife. The developer intends to start earthworks for the first stage in October and is expected to leave other stages for a few years.

Our Kerikeri Trust is concerned that the development will be entirely car-dependent and will increase the local traffic count by about 1,200 vehicles per day. Our Kerikeri Trust is therefore urging FNDC to require the developer to provide a pathway along Kapiro Road, a cycle/walkway between Kapiro Road and Waipapa Road, safety improvements for walking and cycling on Landing Road, and related items.

Upgrading the Northland train line

Thirteen tunnels have been lowered and 5 bridges rebuilt between Whangarei and Swanson. Lowered tracks in tunnels will enable standard containers to be carried. The rail line was badly damaged by slips in Cyclone Gabriel, but these have now been repaired.

Northport at Marsden Point must be one of few ports in the world without connection to a railway. 75,000 heavy truck movements along the route to Auckland could be saved and thus contribute to road maintenance and road safety if a rail spur from Marsden Point to the rail line at Oakley were connected to raise the efficiency of rail freight and avoid double handling but connecting it has been painfully slow although this was approved by the previous government. We trust that this will continue under the new government.

Red eared slider turtles

Red eared slider turtles are being sighted around Northland more than is generally appreciated. Whilst they can make a great pet for some, they are an invasive species in the wild, where they threaten our native fish, ground nesting birds, frogs and other aquatic life.

People often grow tired of caring for their turtles and think releasing them into a local stream is the best solution, but this is cruel to both the turtle and our native species.

NRC is appealing for help in spotting and locating red eared slider turtles around Kerikeri, they are most likely to be seen basking on logs, rocks and the banks on a hot day or poking their head out of the water. VKK would of course be particularly interested if one is spotted by regular walkers along Wairoa Stream.



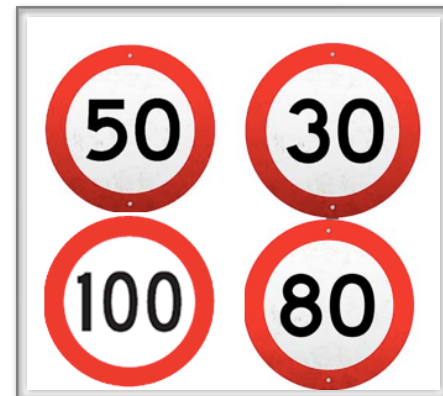
If you see a turtle report it to Northland regional Council online <https://eservices.nrc.govt.nz/online-services/new/nrc-online-biosecurity-incident/step/1?Subject=Freshwater&Species=206> or by phone 0800 002 004

What is happening to speed limits?

By Tom Batchelor, VKK member and resident who lives adjacent to Kapiro Road

On 21 March 2024, the Minister of Transport the Hon. Simeon Brown said “*the Land Transport Rule: Setting of Speed Limits 2024 (Rule 2024) will be signed into law later this year to ensure that any new speed limits consider “... the economic impact of any changes, the views of road users and local communities, and changes to safety”* ¹.

The Minister’s Rule 2024 aims to boost the economy by allowing fast speeds on roads built for speed without reducing road safety. For example, it would require vehicles to only travel slowly past schools for brief time periods when kids are being dropped-off and picked-up but allow faster speeds past schools outside those times.



The Ministry of Transport invited feedback on Rule 24 until 11 July 2024 and there have been some changes. For example, it will not require RCAs (Road Controlling Authorities) to file a 10-year vision or to take a whole-of-network approach as required under the old Rule. Instead, it proposes analysis of speed limit changes on a road-by-road basis. Rule 24 makes regular speed management plans voluntary for RCAs rather than mandatory as at present and to set the speed limit using the new speed limit classifications. A CBA (Cost Benefit Analysis) provides information to decision-makers on how their speed control decisions might impact on travel time, road safety and implementation costs.

Minister Brown wrote to RCAs encouraging them to wait for Rule 24 to be released before putting more effort into speed changes.

What’s FNDC’s view?

The FNDC resolved at its 8 February 2024 meeting to go ahead with funding for speed reduction plans already underway for about three hundred local roads in Northland ². Mayor Moko Tepania and deputy mayor Kelly Stratford said they resented central government meddling in local government plans for speed controls, that they had already consulted with the community on speed control plans for roads in Kerikeri and the Bay of Islands and the funding had already been allocated by Council to implement the speed limit changes on the roads.

Two councillors were concerned that any speed reductions in place could be reversed by Rule 24 which would waste rate payer funds spent on speed reduction plans and new road signage. Waka Kotahi in a meeting with Mayor Tepania assured him the speed plans already agreed should be unaffected by Plan 24 ³. However, the Council’s planned consultation process for the 2024-2027 Regional Speed Management Plan has been put on hold until Rule 24 is released.

Kapiro Road & speed

We congratulate the Council for not letting Wellington disrupt Northland’s speed reduction plans. Mayor Tepania is correct about the many years of consultations. Some of us have personal experience making presentations about reducing speed along Kapiro road at Council meetings in 2017, 2019, 2020, 2022 and 2023. Kapiro Road is classified as a rural connector road with a current speed limit of 100 kph. Its average daily traffic flow is very high,

reported as more than 2,000 vehicles per week, the second heaviest connector road of the two hundred roads reviewed ⁴. Most vehicles already travel well below the 100 kph speed limit because of Kapiro road's many domestic driveways, schools, horticultural land driveways and slow-moving equipment using the road, commercial activities such as garden centre and vehicle repair garage, obscured intersections, lack of pavements, swimming school, sun strike and deep ditches on either side.

Car crashes and accidents previously reported include sadly the death of a teacher out cycling. One resident was so frustrated by the lack of action over many years to lower the speed limit that she took matters into her own hands and pasted 80 kph over the existing 100 kph signs.

Vehicle traffic is set to increase further as housing density and other activities increase along Kapiro road. Many of us know that the speed limit should have been lowered years ago.

We are pleased the Council decisions will not be over-ruled by Wellington's bureaucratic delays.

1 Hon Simeon Brown and Hon David Seymour. 21 March 2024. Direction of new speed limits announced.

2 Susan Botting, Local Democracy Reporter, 16 February 2024.

3 FNDC. 26 February 2024. Speed limit changes stay on track.

4 Northland Transportation Alliance. 16 Oct 2019. Regional Speed Limit Review of Okaihau-Kaeo-Waimate Area.

Climate Neutral NZ Trust

This charitable trust with focus on mitigating Climate Change continued its activities:

- Carbon Calculator for households is now available on FNDC and NRC websites link: <https://www.carbonneutraltrust.org.nz/household-entry>
- Deputation to FNDC to add a climate lens over all its decisions
- Verbal submissions at ongoing FNDC Proposed District Hearings until Oct 2025
- Engagement with FNDC's KK-Waipapa Spatial Planning
- Off-set donations of over \$30,000 were made available to the Wairoa Stream Track project and Ngat Rehia's Kauri Sanctuary in Takou Bay for CO2 sequestering native trees.
- Organisation of public talk by climate scientist Prof. Dave Lowe at Turner Centre on 11 Aug 2024
- AGM of the trust in Kerikeri with trustees from Auckland on 9 Aug 2024
- Discussions with Top Energy about making electricity more affordable for users in the Far North reform the Max Bradford reform of the nineties.
- Shared information about Scion's advanced plant recognition technologies for CO2 sequestering with Forest & Bird
- Engagement with local hapu and NRC at ongoing Climate Hui for exchange of information about local climate issues and activities