



# AGENDA

## Ordinary Council meeting Monday, 15 November 2021

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

**Date: Monday, 15 November 2021**

**Time: 10.30am**

**Location: Tauranga City Council  
Council Chambers  
91 Willow Street  
Tauranga**

*Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: [www.tauranga.govt.nz](http://www.tauranga.govt.nz).*

**Marty Grenfell  
Chief Executive**

# Terms of reference – Council

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## Membership

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<b>Chairperson</b>	Commission Chair Anne Tolley
<b>Members</b>	Commissioner Shadrach Rolleston Commissioner Stephen Selwood Commissioner Bill Wasley
<b>Quorum</b>	<u>Half</u> of the members physically present, where the number of members (including vacancies) is <u>even</u> ; and a <u>majority</u> of the members physically present, where the number of members (including vacancies) is <u>odd</u> .
<b>Meeting frequency</b>	As required

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## Role

- To ensure the effective and efficient governance of the City
- To enable leadership of the City including advocacy and facilitation on behalf of the community.

## Scope

- Oversee the work of all committees and subcommittees.
- Exercise all non-delegable and non-delegated functions and powers of the Council.
- The powers Council is legally prohibited from delegating include:
  - Power to make a rate.
  - Power to make a bylaw.
  - Power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan.
  - Power to adopt a long-term plan, annual plan, or annual report
  - Power to appoint a chief executive.
  - 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.
  - All final decisions required to be made by resolution of the territorial authority/Council pursuant to relevant legislation (for example: the approval of the City Plan or City Plan changes as per section 34A Resource Management Act 1991).
- Council has chosen not to delegate the following:
  - Power to compulsorily acquire land under the Public Works Act 1981.
- Make those decisions which are required by legislation to be made by resolution of the local authority.
- Authorise all expenditure not delegated to officers, Committees or other subordinate decision-making bodies of Council.
- Make appointments of members to the CCO Boards of Directors/Trustees and representatives of Council to external organisations.
- Consider any matters referred from any of the Standing or Special Committees, Joint Committees, Chief Executive or General Managers.

## **Procedural matters**

- Delegation of Council powers to Council's committees and other subordinate decision-making bodies.
- Adoption of Standing Orders.
- Receipt of Joint Committee minutes.
- Approval of Special Orders.
- Employment of Chief Executive.
- Other Delegations of Council's powers, duties and responsibilities.

## **Regulatory matters**

Administration, monitoring and enforcement of all regulatory matters that have not otherwise been delegated or that are referred to Council for determination (by a committee, subordinate decision-making body, Chief Executive or relevant General Manager).





## Order of Business

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- 1      OPENING KARAKIA**
- 2      APOLOGIES**
- 3      PUBLIC FORUM**
- 4      ACCEPTANCE OF LATE ITEMS**
- 5      CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6      CHANGE TO THE ORDER OF BUSINESS**

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## **7 CONFIRMATION OF MINUTES**

### **7.1 Minutes of the Council meeting held on 26 October 2021**

**File Number:** A13050587

**Author:** Robyn Garrett, Team Leader: Committee Support

**Authoriser:** Robyn Garrett, Team Leader: Committee Support

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### **RECOMMENDATIONS**

That the Minutes of the Council meeting held on 26 October 2021 be confirmed as a true and correct record.

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### **ATTACHMENTS**

#### **1. Minutes of the Council meeting held on 26 October 2021**



# MINUTES

**Ordinary Council meeting  
Tuesday, 26 October 2021**

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**MINUTES OF TAURANGA CITY COUNCIL**

**ORDINARY COUNCIL MEETING  
HELD AT THE TAURANGA CITY COUNCIL, COUNCIL CHAMBERS, 91 WILLOW STREET,  
TAURANGA  
ON TUESDAY, 26 OCTOBER 2021 AT 10.30AM**

**PRESENT:** Commission Chair Anne Tolley, Commissioner Shadrach Rolleston, Commissioner Stephen Selwood, Commissioner Bill Wasley

**IN ATTENDANCE:** Paul Davidson (Acting Chief Executive; General Manager: Corporate Services), Barbara Dempsey (General Manager: Regulatory & Compliance), Susan Jamieson (General Manager: People & Engagement), Christine Jones (General Manager: Strategy & Growth), Andrew Mead (Manager: City & Infrastructure Planning), Alistair Talbot (Team Leader: Transport Strategy & Planning), Waheed Ahmed (Senior Transport Planner), Richard Harkness (Project Leader: Urban Planning), Mike Naude (Programme Manager: Civic Redevelopment Projects), Ceilidh Dunphy (Community Relations Manager), Emma Cottin (Strategic Community Relations Advisor), Coral Hair (Manager: Democracy Services), Robyn Garrett (Team Leader: Committee Support)

**1 OPENING KARAKIA**

Commissioner Rolleston opened the meeting with a karakia, and acknowledged the recent passing of both Brian Penetaka Dickson and Louis Te Kani and extended condolences to Ngāi Te Rangi and whanau.

**2 APOLOGIES**

Nil

**3 PUBLIC FORUM**

Nil

**4 ACCEPTANCE OF LATE ITEMS**

Nil

**5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**

Nil

**6 CHANGE TO THE ORDER OF BUSINESS**

Nil

## 7 CONFIRMATION OF MINUTES

### 7.1 Minutes of the Council meeting held on 4 October 2021

#### RESOLUTION CO0/21/1

Moved: Commissioner Stephen Selwood  
Seconded: Commissioner Shadrach Rolleston

That the minutes of the Council meeting held on 4 October 2021 be confirmed as a true and correct record; subject to the following corrections:

- That Item 3.2, second bullet point, be amended to read “The proposed new policy, to be considered for adoption later in the meeting, could provide a discretion for Council to support papakāinga housing both for upcoming development and retrospectively.”

It was clarified that Mr Kawe’s Public Forum presentation was before Council had considered and adopted the Grants for Development Contributions on Papakāinga Housing Policy at Agenda Item 11.14.

**CARRIED**

## 8 DECLARATION OF CONFLICTS OF INTEREST

Nil

## 9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

## 10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

## 11 BUSINESS

Agenda item 11.2 was moved forward and considered before item 11.1

### 11.2 Civic Redevelopment Programme Progress Report

**Staff** Mike Naude, Programme Manager Civic Redevelopment Projects

#### Key points

- Progress would be reported at least quarterly to Council. A further update would be provided before Christmas and Projects 2, 3 and 5 would be reported on more regularly.

#### In response to questions

- The Civic Redevelopment Programme Governance Group membership was Independent Chairperson John Brockies, Chief Executive Marty Grenfell, General Manager: People and Engagement Susan Jamieson, General Manager: Community Services Gareth Wallis, Carlo Ellis as iwi representative and David Lambie from Twenty Two Independent Property Advisers.
- In the process of finalising the lease agreement for Devonport Road, which included the requirement for a timber structure building.
- Noted that the Commissioners and Chief Executive were moving to the Cameron Road office.
- The cinema and restaurant would be able to operate independently from the library/service centre. Screening would be installed to assist these businesses and to protect the library and



service centre from any after hour users.

- Staff were working with the other tenants in the Cameron Road office to determine the location of increased Tauranga City Council signage.
- The importance of linking the various city centre plans and strategies was emphasised.
- The City Centre master plan was a work in progress and community communication around this significant work, including the refresh of the Willow St and civic centre site, was needed.

## RESOLUTION CO0/21/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council receives the Civic Redevelopment Progress Report.

**CARRIED**

### 11.1 Submission to Discussion Document on Proposed Changes to the Wetland Regulations

**Staff** Andy Mead, Manager: City & Infrastructure Planning  
Richard Harkness, Project Leader: Urban Planning

#### Key points

- The Ministry for the Environment (MfE) had released a discussion document regarding proposed changes to the management of wetlands, which included suggested amendments to the National Policy Statement for Freshwater Management (NPS-FM) and the Resource Management (National Environmental Standards for Freshwater) Regulations (NES-F). The proposed changes were generally positive and a good step forward, but staff considered the changes did not go far enough to address all council's concerns. It was very challenging to align wetlands management and protection with urban development in the city.
- Staff had worked directly with MfE and liaised with other councils to ensure a strong local government perspective was provided on the revision proposals.
- The two key proposals in the discussion document particularly relevant to Council were the refinement of the definition of natural wetlands and the provision of a consenting pathway for urban development. While supportive of these proposals, Council's submission included various areas of concern with the consenting pathway e.g. the requirement for urban development to demonstrate a "functional need" and the activity classification – discretionary/restricted discretionary/non-complying.
- The TCC submission highlighted why the suggested changes were needed and provided wording of what these changes could look like; worked examples of the proposed consenting pathway and consent assessment were also included in the submission.
- Modelling of the Te Tumu/Tauriko West urban growth areas indicated they could still be captured by the wetlands provisions.
- Noted that regional council and territorial authority views on wetlands protection and appropriate activity classification for urban development were varied and possibly conflicting.
- Had submitted in support of "no net loss" to wetlands rather than the current "no loss", to enable offset by environmental aquatic mitigation measures.
- Some substantive changes were needed to the national directions to reach a point of providing certainty for TCC projects such as Tauriko West.

#### In response to questions

- Noted the possible conflict between the responsibilities of regional councils to protect the environment and with territorial authorities who are tasked to provide housing; suggested examples of the number of houses affected be included in the submission. Also suggested that the conflicts between various National Policy Statements e.g. Freshwater Management

and Urban Development be highlighted.

- This was a Cabinet/regulatory review committee process not a Select Committee process.
- Noted that water intakes or discharges downstream of wetlands could still be caught by the setback/proximity requirements even though there were no impacts.
- Hamilton, Porirua and Wellington City Councils were putting in strong submissions regarding the functional need test and the consenting pathway.
- Western Bay of Plenty District Council had not confirmed if it was putting in a submission but had indicated general agreement with the consenting issues raised by TCC.
- The Commissioners could provide a letter to the Minister highlighting and enumerating the impact on TCC. A high-level view could get lost in the detail of the submission.
- Council's concerns about the impact of wetlands management on urban development needed to be put in the context of Council's own work around the protection and development of a network of wetlands over the last 20 years; e.g. Wairakei Stream and wetland development around the Kaituna River; balance was needed.

### **RESOLUTION CO0/21/3**

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Endorses the draft submission (Attachment 1) to the discussion document on proposed changes to the wetland regulations, with the amendments agreed at the meeting, for lodgement to the Minister for the Environment.

**CARRIED**

### **12 DISCUSSION OF LATE ITEMS**

Nil

### **13 PUBLIC EXCLUDED SESSION**

#### **RESOLUTION TO EXCLUDE THE PUBLIC**

**RESOLUTION CO0/21/4**

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the public be excluded from the following parts of the proceedings of this meeting, with the exception of Keith Frentz and Jandre Van Zyl from BECA who are permitted to remain at this meeting for Item 13.2 – Ohauti site access assessment, because of their knowledge of planning and civil engineering.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<b>13.1 - Public Excluded Minutes of the Council meeting held on 4 October 2021</b>	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(i) - The withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p> <p>s7(2)(j) - The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<b>13.2 - Ohauti Site Access Assessment: Option Identification and Evaluation</b>	<p>s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage,</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

	negotiations (including commercial and industrial negotiations)	
<b>13.3 - Land Acquisition - Kennedy Road</b>	<p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>

**CARRIED**

## 14 CLOSING KARAKIA

Commissioner Rolleston closed the meeting with a Karakia.

**The meeting closed at 11.54am.**

**The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 15 November 2021.**

.....  
**CHAIRPERSON**

**8        DECLARATION OF CONFLICTS OF INTEREST**

**9        DEPUTATIONS, PRESENTATIONS, PETITIONS**

Nil

**10       RECOMMENDATIONS FROM OTHER COMMITTEES**

Nil

## 11 BUSINESS

### 11.1 Proposed Dual Naming for Yatton Park

**File Number:** A12360432

**Author:** Nick Lynch-Watson, Principal Reserves Planner

**Authoriser:** Gareth Wallis, General Manager: Community Services

#### PURPOSE OF THE REPORT

1. To request approval to dual name Yatton Park by adding the name Tutarawānanga under Council's Naming Policy 2020.

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#### RECOMMENDATIONS

That the Council:

- (a) Receives the report, "Proposed Dual Naming for Yatton Park".
- (b) Approves the name "Tutarawānanga" to be added to Yatton Park as a dual name – the full reserve name will be Tutarawānanga – Yatton Park.

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#### BACKGROUND

2. On 1 December 2020, the 'Gate' advanced learning class from Merivale School presented to the Tauranga City Council public forum requesting Yatton Park be dual named with its original name. Their request was to have the name Te Tutarawānanga a Tamatea-Arikinui formally recognised for the park, and have the name sit alongside 'Yatton Park' on any signs and documents. The students researched the history of the park and surrounding area, and set out to further recognise the history and significance of the area through the dual name. Their research included discussions with a local historian, mana whenua, Council staff and Elected Members.
3. The request was enthusiastically received by Elected Members who instructed staff to consider the proposal and bring a report back for a decision. Staff have now considered the request alongside mana whenua and request that the name Tutarawānanga be added to Yatton Park as a dual name.

#### DISCUSSION

4. Tutarawānanga is a shortened version of Te Tutarawānanga a Tamatea-Arikinui as proposed by Merivale School. Council has had a number of discussions with the mana whenua for this area and Tutarawānanga has been agreed as the most appropriate name in recognising the history and identity of this area and its people. Representatives from Ngāi Tamarawaho, Ngāti Ruahine, Ngāti Tapu and Ngā Te Ahi have all contributed to this kōrero and support the proposed change.
5. Yatton Park was once the site of a pā and the first school established in Tauranga Moana, which focused its teachings on celestial knowledge. The site is recognised as one of the most important historical sites in Tauranga Moana. Tutarawānanga was the name of this school. The park and the surrounding area have since been known to tangata whenua as Tutarawānanga.
6. Approval of the dual name will give important recognition to a very significant site to tangata whenua while retaining the current name, which traces back to the original European settlement of the area. Information panels currently within the park provide a record of Māori and European settlement of the area.

## STRATEGIC / STATUTORY CONTEXT

7. The request and recommendation align well with all purpose and principal statements in Council's Naming Policy 2020.
8. For dual naming requests, the Naming Policy specifies that "Council supports the dual naming of streets, reserves, community facilities and other public places where dual naming will make visible mana whenua connections to place."

## FINANCIAL CONSIDERATIONS

9. Should the dual naming be approved, the standard reserve signage will be updated within operational budgets. Further recognition will be investigated alongside mana whenua.

## CONSULTATION / ENGAGEMENT

10. Merivale School and mana whenua have been engaged in this proposal. This level of engagement is in keeping with clause 5.1.2 of the Naming Policy, "in order to recognise the significance of names provided by mana whenua, Council does not consult on names proposed by mana whenua for the purposes of obtaining wider community approval."
11. Council's Naming Policy was adopted on 5 May 2020 following a public and stakeholder engagement process.

## SIGNIFICANCE

12. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
13. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region.
  - (b) any persons who are likely to be particularly affected by, or interested in, the decision.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
14. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

## NEXT STEPS

15. If approved, Tutarawānanga will be added to the reserve signage and formally recognised on supporting documents and records. The Yatton Park signage and references will remain.
16. Council staff will work with mana whenua to investigate ways of further recognising the history and identity associated with the name within the reserve.

## ATTACHMENTS

1. **Naming Policy 2020 pdf (A11456408) - A11537918** [↓](#)

## NAMING POLICY 2020



<b>Policy type</b>	Council		
<b>Authorised by</b>	Council		
<b>First adopted</b>	3 November 2009	<b>Minute reference</b>	<b>M09/91.4</b>
<b>Revisions/amendments</b>	5 May 2020	<b>Minute reference</b>	<b>CO8/20/20</b>
<b>Review date</b>	The policy is due for review in five years, or as required.		

### 1. PURPOSE

- 1.1 To provide a consistent approach to naming streets, reserves, community facilities and other public places in Tauranga.
- 1.2 To ensure the identity of the city is recognised and maintained in the naming of public places.
- 1.3 To encourage locally significant Māori names for streets, reserves, community facilities and other public places in Tauranga and to enable greater visibility of mana whenua connections to Tauranga.

### 2. SCOPE

- 2.1 This policy applies to the naming of streets, reserves, community facilities and other public places in Tauranga.

### 3. DEFINITIONS

Term	Definition
Community building reserve	Community building reserves are used specifically for the purposes of community buildings. Community building reserves do not generally provide space for informal recreation.
Community facility	as defined in the City Plan.
Council	refers to Tauranga City Council - the elected member body representing Tauranga City
Dual naming	Refers to a reserve or other public place that has both a te reo Māori name and an English name. Dual naming is not considered renaming for the purposes of this policy. A dual name may not be a direct translation or transliteration of an existing English name.



General naming criteria	Refers to the criteria of local identity of Tauranga, the historical significance of the area, or the significance of the area to iwi and hapū of Tauranga City Council given priority in naming decisions.
Heritage reserve	Due to the intrinsic historic, cultural, and physical values present, heritage reserves are held primarily for their historically and/or culturally significant landscapes
Other Public Place	means a place under the control of council that at any time is open to or is being used by the public, whether free or for payment of a charge and includes every footpath, court, alley, pedestrian mall, cycle track, lane, accessway, thoroughfare, bridge, and any other place of public recreation.
Reserve	as defined in the City Plan
Streets	refers to all approved terms for streets included in the Australian New Zealand Standard for Rural and Urban Addressing (AS/NZS 4819:2011).

#### 4. PRINCIPLES

- 4.1 The naming of streets, reserves, community facilities and other public places should recognise and maintain local identity.
- 4.2 Encouraging the use of Māori names contributes to the visibility of Tauranga's Māori identity and heritage.
- 4.3 Council will work alongside the New Zealand Geographic Board on any proposal to confirm or amend suburb or other location names in Tauranga.

#### 5. POLICY STATEMENT

##### 5.1 Policy on te reo Māori names

- 5.1.1 Council supports te reo Māori names for streets, reserves, community facilities and other public places.
- 5.1.2 In order to recognise the significance of names provided by mana whenua, Council does not consult on names proposed by mana whenua for the purposes of obtaining wider community approval.

##### 5.2 Policy on dual naming

- 5.2.1 Council supports the dual naming of streets, reserves, community facilities and other public places where dual naming will make visible mana whenua connections to place.
- 5.2.2 When dual naming is used for reserves, community facilities, and public places, the te reo Māori name will be positioned before the English name.
- 5.2.3 Where a street is dual named, the English name will be positioned first on the street sign with the te reo Māori appearing below in a smaller font size. The English name will be used for addressing purposes.

**5.3 Policy on renaming**

- 5.3.1 Council may change existing street names following major changes in road layout or infrastructure, where necessary to avoid confusion, duplication or ambiguity, or where an incorrect name has become established over time by local usage. Council will pay the costs associated with street renaming.
- 5.3.2 Council will consider applications to amend street names where there are strong reasons for dual naming or renaming of existing streets.
- 5.3.3 Renaming of reserves and other public places may be supported where a new name would better meet the objectives of the policy to promote local identity and mana whenua connections. Council recognises that in order to maintain local identity a dual name may be preferable in some circumstances.

**5.4 General naming criteria for all new streets, reserves, and other public places**

- 5.4.1 The general naming criteria will be used to develop all proposed street names.
- 5.4.2 The general naming criteria will be used to determine names for all reserves (except for heritage and community building reserves) and other public places.
- 5.4.3 Street, reserve and other public place names may reflect people who are important in the history of the area (once they are deceased) or events, people, and places of international significance to Tauranga only if a suitable name cannot be identified through the general naming criteria.
- 5.4.4 Reserves, streets and other public places cannot be named after commercial enterprises.
- 5.4.5 All recommendations for names of reserves, streets, and other public places must be supported by evidence of their significance and meaning. This will be shared to enable community understanding and awareness (unless there is a need for sensitivity).

**5.5 Reserve naming**

- 5.5.1 The naming of heritage reserves will reflect the historical significance of the area.
- 5.5.2 Community building reserves will be named for the primary function of the facility.

**5.6 Street Naming**

- 5.6.1 In order to ensure streets are easily identifiable for purposes such as emergency services, proposed new street names must also meet the following criteria, in addition to the general naming criteria:
  - Not be duplicated in the Tauranga City or Western Bay of Plenty District Council areas
  - Preferably be short, single words
  - Not sound similar to an existing street name
  - Be no more than 16 characters plus the road type
- 5.6.2 Council will decide on the name for each street, based on a list of three choices provided by the developer. The developer is required to provide evidence in support of their recommended names, including evidence of consultation with mana whenua (unless there is a need for sensitivity).

- 5.6.3 Private roads, including those within retirement complexes, must be named if there are more than, or there is the potential to develop, six houses on a private road. The names of private roads must be consistent with the general naming criteria.
- 5.6.4 The road type "way" is reserved for private roads and right of ways.
- 5.6.5 Street numbering will be in accordance with *Australian/ New Zealand Standard Rural and Urban Addressing (AS/NZS4819:2011)* and in the case of retirement villages, also in accordance with *Guideline for addressing in retirement villages LINZG80700* (and any consequential updates).

#### **5.7 Naming of Community Facilities and other Public Places**

- 5.7.1 The general naming criteria applies to the naming of community facilities and other public places.
- 5.7.2 Renaming of community facilities and other public places) may be supported where a new name would better meet the objectives of the policy to promote local identity and mana whenua connections. Council recognises that in order to maintain local identity, a dual name may be preferable in some circumstances.
- 5.7.3 All requests to grant naming rights for a public place or council owned community facility, whether permanent or for a fixed period of time, will be considered by Council in accordance with council's Sponsorship from Corporates and Others Policy.
- 5.7.4 Council recognises that there may be some situations in which it is appropriate to commemorate an individual. All requests to name a community facility after an individual will be considered by Council. All requests to grant naming rights, whether permanent or for a fixed period of time, will be considered by Council.

#### **6. RELEVANT DELEGATIONS**

- 6.1.1 Decisions on the naming of new streets, reserves, and other public places are delegated to the Chief Executive.
- 6.1.2 Council is responsible for all decisions to approve or decline requests to rename or dual name existing streets, reserves, community facilities and other public places.

#### **7. REFERENCES AND RELEVANT LEGISLATION**

- 7.1 Australian/ New Zealand Standard Rural and Urban Addressing (AS/NZS4819:2011)  
Guideline for addressing in retirement villages – LINZG80700  
Local Government Act 1974  
Local Government Act 2002  
Reserves Act 1977

#### **8. ASSOCIATED POLICIES/PROCEDURES**

- 8.1 Community, private and commercial use of land  
Sponsorship from corporates and others

#### **9. SCHEDULES**

Schedule one: Road Types

**Schedule one: Road Types**

Road Type	Description
Alley	Usually narrow roadway in a city or towns
Ara	Way, path, lane, passageway, track, course, route.
Arcade	Covered walkway with shops along the side
Avenue	Broad roadway, usually planted on each side with trees
Boulevard	Wide roadway, well pave, usually ornamented with trees and grass plots
Circle	Roadway that generally forms a circle, or short enclosed roadway bounded by a circle
Close	Short enclosed roadway
Court	Short enclosed roadway, usually surrounded by buildings
Crescent	Crescent shaped roadway, especially where both ends join the same thoroughfare
Drive	Wide main roadway without many cross-streets
Esplanade	Level roadway along the seaside, lake, or a river
Glade	Roadway usually in a valley of trees
Green	Roadway often leading to a grassed public recreation area
Grove	Roadway that features a group of trees standing together
Highway	Main thoroughfare between major destinations
Lane	Narrow roadway between walls, buildings or a narrow country roadway
Loop	Roadway that diverges from and rejoins the main throughfare
Mall	Wide walkway, usually with shops along the sides
Mews	Roadway in a group of houses
Parade	Public roadway or promenade that has good pedestrian facilities along the side
Place	Short, sometimes narrow, enclosed roadway.
Promenade	Wide flat walkway, usually along the water's edge
Quay	Roadway alongside or projecting into water
Rise	Roadway going to a higher place or position
Road	Open roadway primarily for vehicles
Square	Roadway which generally forms a square shape, or an area of roadway bounded by four sides
Steps	Walkway consisting mainly of steps
Street	Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides
Terrace	Roadway on a hilly area that is mainly flat
Track	Walkway in a natural setting
Walk	Thoroughfare for pedestrians
Way	Short enclosed roadway
Wharf	A roadway on a wharf or pier

## 11.2 Executive Report

**File Number:** A12973444

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**Authoriser:** Marty Grenfell, Chief Executive

### PURPOSE OF THE REPORT

1. To provide updates on key projects and activities.

### RECOMMENDATIONS

That the Council:

- (a) Receives the Executive Report.

### COMMUNITY SERVICES

#### Arts and Culture

2. While COVID-19 restrictions led to the cancelling of the live programme of events for the Tauranga Arts Festival, a small range of festival events were able to proceed. This included visual arts projects delivered in partnership with Supercut Projects, Tauranga Art Gallery and the Elms. The festival was also able to present a free event for the community, Te Manawataki o Mauao, which is an audio-based work guiding visitors and residents on a walk that tuned into the rhythmic pulse of Mauao. Further visual arts programming from the arts festival will be delivered in the CBD over the summer, including a new installation work by artist Sara Hughes. Staff are working closely with the Arts Festival team on options for presenting additional live programming during 2022, when alert levels allow.
3. Staff met with representatives from the "Park2Park" sculpture trust to discuss plans for a new sculpture trail, which would run along the Otūmoetai foreshore between Kulim Park and Fergusson Park. Staff are providing advice to the Trust on a framework for the commissioning and development of public art, modelled on the successful Wellington Sculpture Trust. This model would see an independent trust funding the commissioning of work, covering artist fees and installation costs. Council would then own the art works, as part of the Civic art collection, and would be responsible for their maintenance. A site meeting with the chair of the Wellington Sculpture trust was scheduled, but has been delayed due to COVID-19 travel restrictions.
4. Planning is underway for a series of Christmas light installations and decorations, designed to attract residents and visitors into the CBD. The Christmas lights activity has previously been managed by Spaces and Places, with responsibility transferring this year to Arts and Culture, to enable the commissioning and delivery of large-scale temporary installations. Staff are working with internationally-renowned light artist Angus Muir, who will design illuminations along the length of the Strand Reserve, including lighting of trees and existing features in the reserve. The illuminations are designed to connect with the new lighting along Wharf Street, attracting foot traffic for the hospitality businesses in the CBD. The Angus Muir installations will complement the Christmas activations in Red Square, which will be delivered by Downtown Tauranga. The Incubator's "Community Christmas Trees", which

have in previous years been installed in Red Square, will move to the Historic Village as part of a “Christmas at the Village” programme, which will include Christmas markets, curated by the Incubator. The Christmas Illuminations on the Strand will open on 20 November and run through to 9 January 2022.

5. Staff have worked with Priority One and Film Bay of Plenty to agree allocation of the \$100k film fund established in the 2021-31 LTP.
  - a. \$70k of funding will go to Film Bay of Plenty, which has made a commitment to demonstrate stronger support of the Tauranga film sector. Film Bay of Plenty will use the funding to support the attraction of national and international productions, connecting production companies with local crew. The funding will also enable a series of training and mentoring opportunities for film practitioners from Tauranga.
  - b. \$20k of funding will go towards the newly-established “Tauranga Film Studio” project, seeking to establish a facility for Green-screen and motion capture filming in Tauriko. The funds will support the development of a feasibility study, business case and investment proposal.
  - c. \$10k of funding will go to the Incubator, to programme and activate the community cinema based at the Historic Village. The intention behind this support is to enable a wide range of grassroots and emerging film organisations (including Tauranga Independent Film, Sonic Cinema and Bay of Plenty Actor’s Studio) to use the venue as a hub for their programming.

### **Community Partnerships**

6. A workshop is planned for mid-November to develop clearer strategic direction and a number of key performance indicators for Bay Venues Limited. Staff are also working on the Council resolution to reorganise BVL’s finance structure and funding model to be more transparent, simple and easy to understand.
7. Following a review of the Project Tauranga city partners’ programme, the decision has been made to wind-up Project Tauranga. While this programme has seen more than \$6 million of funding and in-kind support provided by our city partners to community projects since 2014, the review showed that it is no longer fit-for-purpose and meeting the needs of our community. In addition, changes resulting from the COVID-19 pandemic mean we need to adapt accordingly. Interviews undertaken with our city partners during the review highlighted that one of the biggest benefits of being part of the programme was the opportunity for regular meetings with TCC’s Governance and Executive teams. Because our relationships with our city partners are important to us, this benefit will continue through the development of a series of Leaders’ Breakfasts.
8. Fifty-seven applications were received in the first round of the new Community Grant Fund, which closed on 27 October. An assessment panel, with representation from TCC, Te Rangapū Mana Whenua o Tauranga Moana and philanthropic funders, will meet on 12 November to make decisions on these applications. The introduction of the new SmartyGrants software has run smoothly and made the process easier for applicants and staff administering the grants process.
9. Following the review of the Council Advisory Groups, three focus group workshops were held during October, with 51 participants representing the voices of special interest groups, including older people, migrants, youth, rainbow communities and the disability sector. A summary of outcomes and a recommendations report will inform the next steps in November.
10. Ongoing COVID-19 restrictions have forced the cancellation of Mental Health Awareness event, Fluro Fest 2021, which had been rescheduled to run from September until 14 November 2021.
11. The team presented two awards under a new Social Impact category at the Young Innovator Awards Gala event on 28 October, hosted by Priority One. The two winning teams from Otūmoetai College have been given the opportunity to join the Community Partnerships’

team on a summer internship, to progress their ideas in collaboration with other stakeholders.

12. Bay of Plenty Regional Council has completed the procurement process for security at the bus interchanges and the contract has been awarded to Allied Security, which will replace Nutech as of 1 November 2021. Funding has been approved for three years, with the contract reviewed annually. The Safe and Resilient Communities Advisor is providing ongoing support under the City Centre Safety Forum.
13. Safe Communities New Zealand has determined that due to changes in the social, political and funding environments, its operating model is no longer feasible and it will therefore cease operation from December 2021. A working group which includes Tauranga Western Bay Safer Communities Strategic Group and other accredited safer communities is exploring the feasibility of a community-led and owned network, potentially alongside Local Government New Zealand.
14. The Safe and Resilient Communities Advisor is currently working with Iwi, NZ Police, health and social agencies to enhance and invigorate the Breakthrough Forum and website, a collaborative forum working in the Western Bay of Plenty to raise awareness of the harm methamphetamine and other addictive substances are causing to our communities.
15. Staff are progressing the “accessible hotspot” in Mount Maunganui, creating inclusive environments for those with accessibility challenges. This builds on the accessibility initiatives already implemented, including increased mobility parking, accessible picnic tables, beach access mats, beach wheelchairs, changing facilities and the Te Kaiwhakare – Trail Rider. Staff are currently designing an engagement plan and connecting with key stakeholders to inform the continuation of accessibility and universal design principles across our network of facilities and public amenities.
16. The Impact and Insights Advisor is working on the launch of the Vital Update digital dashboard and the Community Partnerships Annual Outcomes report. Links to these two projects will be released in November.
17. The team participated in a co-design hui hosted by BayTrust and Acorn Foundation, with a view to significantly increase the financial support that is available to the youth sector in 2022, thanks to the generosity of the [Roy and Mary McGowan](#) legacy fund.
18. The team has been allocated 100 re-purposed TCC mobile phones and are working with Spark to put up to three months credit on the phones to help our homeless community improve their connectedness, especially in regard to COVID-19 updates, staying connected with key government departments, and being able to confirm and access appointments.
19. The Kāinga Tupu Advisor met with 20 community housing providers to discuss how the proceeds from the elder housing sale might be utilised. The sector is advocating for the funds to be reinvested into social and community housing across Tauranga.
20. The first session of the sub-region’s new Global Ambassadors’ pilot programme was held on 16 October, involving a group of 10 16-18 year-olds with huge ideas, skills, aspirations and energy, who will support the co-design of the programme. The intent is to grow and inspire a group of culturally diverse young leaders through certified training and mentoring, and leadership opportunities, to represent themselves as Global Ambassadors. This will include having a seat on the Tauranga/Western Bay Welcoming Communities Strategic Group, and engagement with local community initiatives which support diversity and inclusion.





21. On 29 October, Council held the first 'Welcoming Planting Day' at Gordon Carmichael Reserve, with around 25 new Kiwis from Tauranga, and lots of positive feedback. The day included a korero to welcome our new kiwis; learning about the wetland restoration work in the area from the Spaces and Places Natural Environment team; an opportunity to plant natives in the wetlands area; and an opportunity to connect over kai. It was especially meaningful as the last two citizenship ceremonies had been cancelled because of COVID-19 restrictions. Staff partnered with Envirohub to produce a welcome pack, which included a leaflet and a voucher to be redeemed against a plant or a tree from the Turning Point Trust, to be planted either in the new citizen's own garden, or as part of the 'Welcome Forest' initiative. A larger planting day is scheduled for Arbor Day on 5 June 2022 and will include newcomers to the city, as well as new citizens. This supports the 'Welcoming Public Spaces' part of the Welcoming Communities framework.



## Libraries

22. The Library and Customer Services Relocation Project team attended the pre-construction blessing of He Puna Manawa. One of the preparation tasks for the move is withdrawing books to allow for a smaller space. To assist with recycling, Libraries are partnering with the James Bennett Sustainability Project. This initiative takes withdrawn items from libraries and



donates them to a literacy-based charity; sells the item and donates the funds; or recycles them responsibly. This agreement, coupled with book sales and regular donations made to community groups, will help ensure that items needing to be withdrawn ahead of the move to He Puna Manawa will be disposed of responsibly.

23. In the six weeks from mid-September to early-November 2021, Pae Korokī received approximately 30,000 unique page views. The Bay of Plenty times featured an [article](#) in mid-October about items our team is preparing for digitisation. Harley Couper and Elisha Rolleston have made presentations about Pae Korokī to the National Library and the online archives community – they received fantastic feedback about the Kaitiakitanga framework we've implemented in our work, with many other institutions seeking to follow our lead in this space.
24. Kōrero Mai sessions for 2021 come to an end in November. The staff workshops, which began in February, were aimed to help library staff improve their pronunciation of te reo Māori and learn basic phrases that they might use in their daily work. The initiative's effectiveness can be seen and heard in the staff's new understanding of, and comfort with using te reo Māori effectively and appropriately.
25. During the school holidays, the Digital and Programmes Teams got creative to delight hundreds of families, while maintaining two-metre distancing. Staff organised a QR Code Quest and put together craft packs for children to create their own electrical circuits, and complete various science experiments, literacy and craft activities. We collaborated with STEM Wana Trust to facilitate a new community-based series of events to introduce children to STEM, hosted by the Basestation on Durham Street.
26. October saw the return of library events and school visits in our newly-formed 'Willow & Wharf Temporary Event Space' and the Papamoa Community Centre. Having a bigger space in the old i-SITE has been ideal for a 'Space-themed robotic experience' school visit. Selwyn Ridge was the first school to participate, and we received some wonderful feedback on the sessions. Wellness-themed events for the month of October included a digital seminar by Lance Burdett - Challenging our Challenges, focused on resilience and mental health.



### Spaces and Places

27. Engagement for the Welcome Bay parks upgrade project has commenced. The outcome will be a list of projects that the community has chosen for delivery. Co-design of the chosen projects will commence next year. In the meantime, 'quick win' projects to improve the quality of the reserves across the suburb are being identified and will be packaged up into a suite of works for construction in early-2022. Examples include accessible seating and picnic tables, pathways, shade and planting. To facilitate the co-design process for individual parks projects, pre-emptive feasibility assessments are being undertaken for sites that are known to have constraints on development.

28. The destination skatepark project is underway, with a survey being undertaken through November, alongside a callout for volunteers to join the co-design group. A skate jam launch event for the project at Memorial Park unfortunately had to be postponed due to COVID-19 restrictions, but a new wedge ramp has been installed there in the meantime, so jam competitors can get some practice in.
29. Amenity enhancements to the Taumata Kahawai (Dive Crescent) area will commence prior to Christmas. The strengthening and refurbishment of the Cargo Shed building is also progressing to allow the building to be made available for public use in early-2022. Transfer of title for the land on the seaward side of Dive Crescent to Council and the Otamataha Trust is in its final stages with LINZ.
30. Work on the Kulim Park upgrade is progressing well, with the new shared path from Harbour Dr to Kulim Park now partially-open and the carpark ready to be sealed. This entire first section of the project will be open to the public for use in early-November. The improvements to the western entrance to the park are also now completed. The old playground has been demolished, with work commencing on the installation of the new, larger play facility. This recent removal of the old playground led to some interesting archaeological discoveries, including extensive evidence of tūhua (obsidian) workings. The bulk of works (including alterations to the existing road, carparking and new pathway) are planned to be completed prior to Christmas.
31. The resource consent for the Omanawa Falls project has been publicly notified, with the hearing now set for February. Council is working with Ngāti Hangarau to provide a kaitiaki programme over the summer to deter people from visiting the site. This was very successful last year.
32. Early contractor involvement workshops with the earthworks contractor have now concluded for the Kopurererua Valley Stream Realignment project and the finalised detailed design and pre-construction approvals are underway.
33. The streetscape upgrade for Elizabeth Street is being constructed in tandem with the Farmers development and continues to be impacted by COVID-19 related supply issues, and delays to the Farmers programme. Works on First Avenue are anticipated to be completed in November. The linear park will be completed in stages, with some sections due to be completed prior to Christmas.
34. The Elizabeth Street Carpark strengthening building consent is being processed and we are anticipating the consent will be issued shortly. Following recent Council approval to directly appoint Naylor Love, contractual documentation has been prepared by the Procurement and Legal teams. Preparation of a construction programme is underway to enable works to proceed with minimum impact to carpark users and tenancies. Works are expected to start in coming weeks, subject to the issuing of the building consent.
35. The seismic strengthening building consent for Spring Street Carpark was lodged in mid-September and is expected to be issued shortly. The procurement plan for this project has been to approach three suitably-qualified contractors with seismic construction experience. Tender documentation is being prepared to go out to the contractors in the first week of November, with tenders closing in early-December. We anticipate the contract will be awarded prior to Christmas. The methodology will require full closure of the carpark, so we are working on a communications plan for CBD parking while the closure is in effect.
36. A wide variety of renewals and minor capital projects are underway, and/or have been completed recently by the Parks and Recreation team, including:
  - Collaboration between Western Bay of Plenty District Council, Trust Power and TCC to install network systems for street lighting and cameras at the McLaren Falls bridge, and the roadway leading to McLaren Falls Park. Cameras should be installed by mid-November, giving TTOC staff access which will hopefully lead to a reduction in anti-social behaviour.
  - The Elmes to Bay Street boardwalk will be completed in early-November, with an official community opening being organised for later in the month.

- The new pathway at Sydenham Botanic Park is now complete and ready for the public to enjoy.
- A new play area at Tuihana Reserve is complete, with trees and gardens planted and picnic tables installed. Supply delays means the turf path is expected to be completed in late-November.
- The replacement bridge project at Kiriwai Place Reserve is nearly finished, with the final landscaping and coastal erosion protection works nearing completion.
- Te Paeroa playground was opened in Bethlehem on 21 October. This was the first playground to incorporate shade sails that have been funded via the LTP. Trees have also been planted strategically to provide long-term shade over the equipment. The remaining portion of Te Paeroa Reserve (which is split by Te Paeroa Rd) will be turned into a small arboretum next year.

## Venues and Events

37. As part of the Historic Village strategic tenant programming, some exciting new arts and culture ventures are being commenced, in partnership with the Incubator. These include more artists-in-residence, a ceramics hub with gallery, a new textiles initiative, and a film collective based in The Village Cinema.
38. Historic Village staff are working with the Property team and are in the final stages of installing a new, Village-wide security system. The previous system was end-of-life, with many of the old components now obsolete. The project included the addition of a cabled network to every building, installation of over 600 siren, sensor and card reading components, providing tenants with a swipe in/out system and automation of their individual alarm systems. Testing of the new system commenced in early-November, along with staff training on the new software applications.
39. A marketing plan has been developed for the Historic Village, to raise awareness of the Village with the local community and venue bookers, as well promoting tenant communications and collaboration. The plan has four phases, starting this quarter, and will roll-out through to June 2022.
40. The Baycourt team has focused on translating the new COVID-19 Alert Level 2 mass gathering rules that were promulgated on 5 October. The removal of the 100-person gathering limit and introduction of 1m spacing has increased the operational complexities associated with delivering events at Alert Level 2. The Baycourt team has worked incredibly hard to enable events to occur within the revised parameters, which has been appreciated by several local and visiting arts organisations. Baycourt has been at the forefront, nationally, in developing detailed operating practices that allow events to occur within the various iterations Alert Level 2 has taken this year. This experience has been shared with several other colleagues across the country.
41. During this reporting period, a total of seven events were delivered at Baycourt, including a live broadcast kapa haka event hosting six schools from across Tauranga Moana, and a six-day dance showcase featuring approximately 1,000 local children. Baycourt was also proud to be used as a filming location for the Karawhiua Vaccination Campaign featuring musician and BOP-born Laughton Kora. The national campaign, led by Te Puni Kōkiri, was developed to encourage Māori uptake of the COVID-19 vaccine. This provided a great opportunity for Baycourt to further contribute to the COVID-19 response.
42. Staff are continuing to work closely with event organisers, other teams within Council and key city stakeholders to identify postponement options for events displaced by the most recent COVID-19 community outbreak. This is proving challenging and is placing a huge strain on an already-challenged industry.
43. Additionally, staff are continuing to support events that have received funding through the Event Funding Framework to roll their funding across to their postponement dates; or for events where the organisers' financial position has been negatively impacted through cancellation, to apply to retain all or part of their funding, as per Council's Event Funding Framework COVID-19 cancellation guidelines. To date, 109 events booked in public open

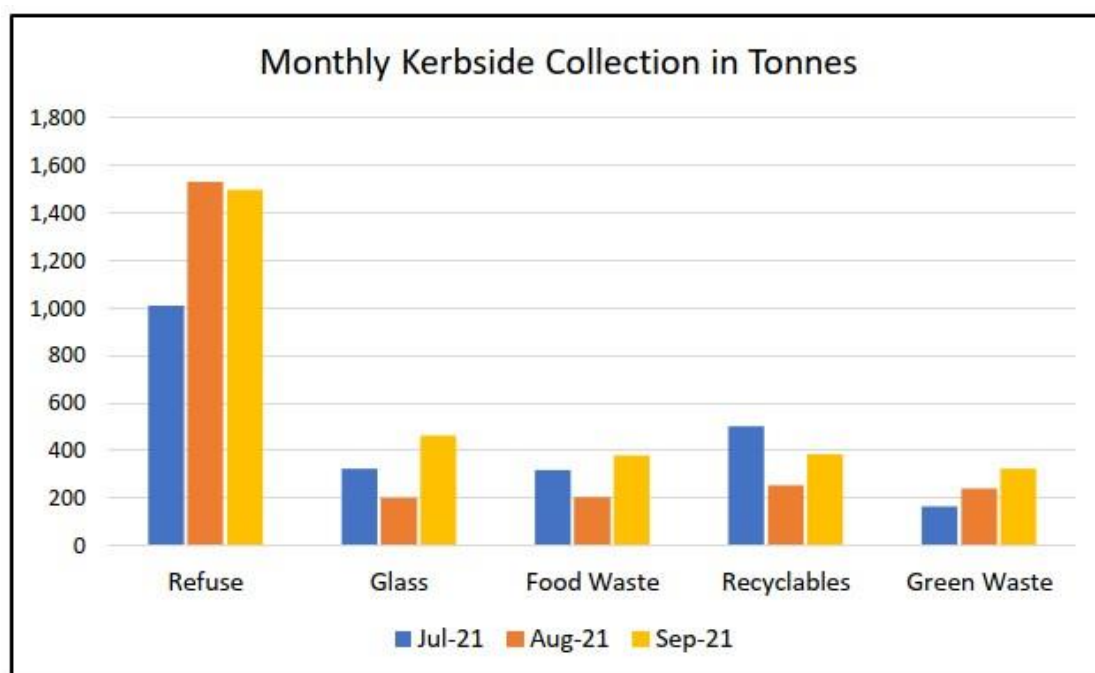
spaces and/or funded through Council's Event Funding Framework have either been postponed or cancelled.

44. Staff are working alongside the Local Organising Committee on several activations in the leadup to the ICC Women's Cricket World Cup, which will see Tauranga hosting seven games in March 2022, including the opening match. The first of these activations will take place on 24 November, where a local artist has been commissioned to design and create a large-scale sand sculpture to promote and celebrate the "100 days to go" milestone. The activations are focused on promoting the tournament to our local community, as well as promoting Tauranga as a major events destination.
45. TCC and Bay Oval are hosting the T20 Black Clash for the first time, on Saturday, 22 January 2022. Tickets have been on sale since 23 September and are selling very well, with a high percentage to out-of-town attendees, driving good domestic visitation.

## INFRASTRUCTURE

### Kerbside Collection Services Update

46. We are seeing increased usage (based on collection volumes) of all our kerbside collection services. Recyclables are the only area that has dropped from the July levels. This is reflective of other cities which have introduced new services, as people often save-up recycling, or in our case, number 5 plastics and have filled their bins in the first two collections. We also continue to divert over 50% of waste from landfill (excluding during COVID alert levels 3 and 4 restrictions).
47. Call centre interactions have continued to drop and now sit just above 700 a week, from near 4,000 a week in the first full week of the service. These calls and emails are comprised of questions about what goes in which bin, signing up for garden waste, questions on collection day (over the labour weekend period), missed collections, damaged bins, illegal dumping, public litter bin calls and residents whose collections have been missed because their bins were put out too late, or were overfilled or contaminated.
48. Garden waste sign-ups have continued, with about 10 sign-ups received per day. Our original target was to have 10,000 monthly collections; we are currently at 16,300 monthly collections and 11,400 individual residences signed up. This has resulted in the volume of garden waste being picked-up in September being almost double that in July.



Kerbside Stream	Jul-21	Aug-21	Sep-21	Growth compared to July 2021 levels
Refuse (t)	1,008	1,532	1,499	+49%
Glass (t)	322	198	463	+44%
Food Waste (t)	316	203	379	+20%
Recyclables (t)	502	251	382	-24%
Green Waste (t)	164	237	323	+97%
<b>Total Tonnage</b>	<b>2,312</b>	<b>2,421</b>	<b>3,046</b>	<b>+32%</b>

Kerbside Stream as a Proportion of Total Waste	Jul-21	Aug-21	Sep-21
Refuse (%)	44%	63%	49%
Glass (%)	14%	8%	15%
Recyclables (%)	22%	10%	13%
Food Waste (%)	14%	8%	12%
Green Waste (%)	7%	10%	11%
<b>Total Diverted (%)</b>	<b>56%</b>	<b>37%</b>	<b>51%</b>

49. Damage to food waste bins has been an area of concern, with more being damaged or destroyed than anticipated. We have worked with our drivers to address this and are also working with residents to try and keep a 30cm gap between bins, so they do not get accidentally squashed by a rubbish, recycling or garden waste bin coming down after being emptied.
50. Summer is usually the busiest time of year for waste and glass collection and we anticipate the same for food and recycling. Our education will be focusing on how we can recycle better and reminding our community not to overfill their bins to avoid missed collections.

### Te Maunga Transfer Station Update

51. We are moving into the detailed design period for the Te Maunga Transfer Station upgrade, with the aim of having works begin prior to the end of the financial year.
52. We have been using the data from kerbside, vehicle movements, and construction and demolition waste to ensure the works will futureproof these facilities, which are used by much of the region. We are also taking into account MfE's draft waste strategy and the Government's draft emission reduction plan in our planning. This is to ensure we are able to meet the proposed waste and recycling targets, as well as what the future needs will be for our region.
53. A key focus has been bolstering an education centre onsite, as well as making the site safe for schools and other groups to learn about our transfer station, including the new construction and demolition waste sorting equipment that will be installed.
54. We will bring a report to the Commission following the final detailed design, but below is an illustration of what the transfer station is likely to look like, which is a huge shift from where we are now.





### **Emissions Reduction Plan, Proposals for a new Waste Strategy, Waste Bylaw Review**

55. We are currently drafting responses to both the Government's Emissions Reduction Plan and proposals for a new Waste Strategy. Both of these proposals have ambitious targets for waste and recycling.
56. We're confident we have taken a huge leap towards these targets through the introduction of kerbside and will do so again following the upgrade of Te Maunga.

### **Waste Management and Minimisation Plan Review**

57. We are also drafting our Waste Minimisation Plan. This will go to key stakeholders for input and for public consultation early next year, alongside our Waste Bylaw, which is due for review.

### **Freshwater Management Tool**

58. The development of a "Freshwater Management Tool" was approved through the Long-Term Plan. The procurement for this has been finalised and the contract started early this month.
59. The "Freshwater Management Tool" is a model suite, which allows TCC to simulate the current hydrological and water run-off quality and is able to predict future changes based on intervention options and climate change predictions. This will support good policy decision-making and value-for-money investment decisions, including:
  - (a) The re-consenting of existing water takes;
  - (b) Testing of BOPRC's proposed target-setting under the National Policy Statement for Freshwater Management (NPSFM) and potential cost implications for TCC;
  - (c) Development of capital and operational works programmes to meet NPSFM objectives, which will be determined by BOPRC; and
  - (d) TCC City Plan review (stormwater rules and land use development).
60. BOPRC staff have been engaged with during the set-up of this project and agreed to be involved on an ongoing basis. This includes providing data and review of the development of the tool and outputs.

61. The development and calibration of the tool will take around one year, and thereafter we will use it to test scenarios and inform decision-making.

### **Te Maunga Landward Outfall Project Update**

62. The Te Maunga Outfall project is part of a wider Te Maunga Wastewater Treatment Plant upgrade programme that will enable Tauranga City Council to manage wastewater over the next 50-100 years. This first stage of the Te Maunga Outfall upgrade is to build resilience in the system and help minimise the likelihood of overflows.
63. Stage one of the upgrade involves the laying of a 1200mm diameter wastewater pipe from the Te Maunga treatment plant to Maranui Street. The new pipe is being placed in a 20m wide easement alongside the existing pipeline.



64. On the south side of the highway, the construction of the pipeline has progressed past some fiddly bends, with 580m of pipe now installed, from a total of approximately 2km.
65. Permanent sheet piles were required in one portion of the pipeline, just north of the Tauranga Eastern Link (TEL). This disruptive work is now complete, with all activity within consented noise and vibration limits. With the sheet piles in place, the pipeline was able to be pulled through the original duct constructed in 2012 under State Highway 2, the railway track and Truman Place.





66. The picture below provides a birds-eye view of the works.



CIPP stands for a cured-in-place pipe. This is a trenchless rehabilitation method used to repair existing pipelines, which creates a jointless, seamless pipe lining within an existing pipe.



67. We have completed the construction of the noise wall between the TEL and Grenada Street, as required for the next stage of works. The noise wall is designed at a height of 2.4m, using plywood for stability against wind loads and to hold the weight of the attached Hushtec Sound Blankets. This wall helps to keep the noise of general construction activity away from residents and will continue to be built as the construction moves north.
68. We are currently projecting a completion of August 2022 for this initial stage.
69. The archaeological investigations from the main highway through to Gloucester Road over the past few weeks did not uncover any unexpected items. This now completes assessment across all portions of the pipeline.
70. Building surveys are complete for all properties south of Grenada Street and are in progress for properties bordering the easement north of Grenada Street. This work will continue through November. These assessments cover both the internal and external building structure and provide a baseline for measuring any potential impact on neighbouring properties from the pipeline upgrade construction - primarily relating to vibration from heavy machinery, excavators and compactors. The signed reports are placed on the property file for each property and provide a baseline to assess any potential construction impacts.

### **Links Ave cul-de-sac trial**

71. The Links Avenue cul-de-sac trial will begin on 15 November and is expected to last until 17 December. During this time, general through-traffic on Links Ave will be restricted at Ascot Road with the exception of buses, emergency vehicles, waste collection trucks, bicycles, and motorbikes.
72. The goal of the trial is to provide an immediate safety improvement for school children walking, biking, and taking the bus, while measuring wider network impacts to nearby roads. Additionally, while the traffic volumes are reduced, roadworks will be completed within the first two weeks of the trial to repair failing road surface areas. This work will occur between 9am and 3pm and is expected to take 3-4 days.
73. The collection of baseline data to inform the trial has been completed. The collection of qualitative and quantitative feedback from various stakeholders and the wider public will begin the week commencing 3 December and coincide with the mid-point pulse check scheduled for that week.
74. A full evaluation of the trial is expected to be completed by February, with options and an action recommendation for consideration in late-February/early-March 2022.

### **Lime E-scooter Trial Update**

75. The four week public feedback period on the trial closed on November 10th. We received over 750 responses to the survey with a broad representation of all demographic groups and neighbourhoods. The full results of the survey will be released at the end of the month, but an early analysis of the key questions are as follows:
  - Have shared e-scooters made it easier to get around Tauranga?  
56% agree, 31% disagree
  - Should shared e-scooters be allowed to continue to operate in Tauranga?  
55% agree, 42% disagree
76. The full evaluation of the trial will be completed by the end of the year and will be included with a recommendation for Commissioners to consider in February. In the meantime, supported by the feedback provided, Lime has been granted permission to continue to operate e-scooters until a final decision is made on if/how to proceed in the long term. Over the coming weeks, as part of their fleet maintenance and management, Lime will be replacing the existing scooter used in Tauranga with a newer model which is currently used in Auckland, Christchurch, and Hamilton. This process is expected to take 4 – 6 weeks in total and Lime will be hosting additional events to familiarise the public with this change.

## PEOPLE AND ENGAGEMENT

### Community Relations

77. Council's Media Impact Score continues to improve, for the sixth consecutive month. Coverage is largely focused on progressing our policy agenda, especially on roading, environment and development themes.
78. The Community Relations Team continues to transition into new ways of working, with more engaging content being produced, including videos. They are supporting an extensive work programme across the Council and focusing on telling the big picture stories around Tauranga's transformation. Another key focus over the coming months will be sharing progress on the implementation of our Long-Term Plan.
79. Advisors have also begun connecting with communities of place across the city to understand priorities/concerns in their specific area and deliver more joined-up communication across multiple projects.

### Te Pou Takawaenga

80. The central Government Reforms (Resource Management Act, Three Waters, Local Government Act) continue to be a key priority for mana whenua, with a number of workshops to discuss and formulate responses being held. Information is fast-paced and high-volume, which continues to challenge capacity and capability. This is a regular issue raised with the government departments facilitating those consultation and engagement processes. Mana whenua have been consistent across all the reforms, that as treaty partners, they want to be involved at all levels of decision-making, with particular emphasis on the value added by including mātauranga Māori developed over many generations. For example, alternative methods for wastewater treatment that work better with the environment and early indications of issues with water quality and sustainability of supply.
81. Hui with hapū to discuss City Plan Review issues have been held with Ngāti Hanganau, Ngāti Kahu, Ngāti Ruahine and Ngāi Tamarāwaho. Identifying significant Māori areas and housing development aspirations are the key matters being raised by hapū. The City Plan Review process has uncovered a number of opportunities for improvement that will support and enable communities. Working closely with other mechanisms, for example legislative changes to ratings on Māori Land, provides opportunities to remove barriers and stimulate utilisation of Māori land in ways that suit Māori landowners, at the pace they are comfortable with.
82. Cameron Road and Totara Street roading projects have commenced. Both projects are working closely with mana whenua and will see some creative key cultural design elements incorporated that will enrich the narratives of these places and spaces in our city. The cultural enhancements ensure there is a welcoming and enabling aspect to what might otherwise be seen as a roading project, thereby supporting the community development objectives.

### Democracy Services

83. The Council heard submitters on the Representation Review Initial Proposal on 18 October 2021 and deliberated and resolved a final proposal on 8 November 2021. The public notice was advertised on 12 November 2021, advising that appeals and objections can be made to the final proposal by 13 December 2021.
84. The Council and Committee meetings in 2022 will be held either at the Bay of Plenty Regional Council Chambers in Elizabeth Street, or at the Tauranga City Council building in the ground floor meeting room at 306 Cameron Road. Alternative meetings for various committees and advisory groups are planned for other venues, including marae. A meetings schedule for 2022 is included in the agenda as a separate report for approval.

85. A six-monthly update on the actions from the Office of the Ombudsman's Review in 2020 was sent to the Chief Ombudsman on 22 October 2021. The Office of the Ombudsman requested an update on 19 action points, four of which had previously been completed.

### **Human Resources**

86. With the pressures all employers are facing in the COVID environment and a tight labour market, we are investigating ways to attract and retain talent for Tauranga City Council. This includes a focus on how we remunerate our people and adhere to principles of transparency, fairness and equity, while retaining flexibility and affordability.
87. Our focus on people-related data, such as exit interviews, pulse surveys to check on wellbeing, engagement surveys and staff turnover, enables us to closely track, theme and respond to the needs of our people and a rapidly-changing employment landscape.
88. The COVID-19 landscape is constantly changing and following the Government advising that it is transitioning away from its elimination strategy, and more towards suppressing the spread of the virus, we continue to plan for what that means for the Council, in terms of our ongoing pandemic planning and service delivery to the community. We encourage all our staff to stay protected against COVID-19 and get vaccinated.
89. We continue with our focus on growing leadership capability and part of this is the development of a leadership framework with three key pillars – Executing Delivery, Leading People, and Understanding Our Community. Recently, a session was held with the Senior Leadership Group to align leadership with the execution of the Long-term Plan, which provided the opportunity to practice some of the desired leadership behaviours.

### **Customer Services**

90. A pre-construction blessing was held on 20 October, where local kaumātua Tamati Tata of Ngāi Tamarāwaho led the Commissioners, mana whenua, council staff and project team members in a karakia. The fit-out of the Goddard Centre has commenced and it is planned that the Service Centre will relocate in January 2022, with the Library following in March 2022.
91. The new Service Centre located at the Papamoa library has been receiving steady customer flows (up to 30 per day) and has given the community more options to connect with council face-to-face.

### **Health and Safety**

92. Local councils in the Bay of Plenty and Waikato are working together to use our buying power to secure critical common health and safety services (such as training, first aid supplies), minimise cost and maximise flexibility.
93. Annual health monitoring (for example hearing and lung function tests) is underway for staff whose roles expose them to a potential health risk. We expect monitoring to be completed by mid-December.
94. Mental Health Awareness Week took place between 27 September and 3 October and engagement across the business was positive. We have recently introduced a Coffee Roulette activity, where we pair up employees across the business to connect with someone new. This activity will continue (whether in person or online) until the end of the year, with the intent that it will become a permanent fixture.
95. Safety in Design workshops have been undertaken for the Te Maunga Transfer Station and transformation of the central city Goddard Centre into our temporary service centre and library.

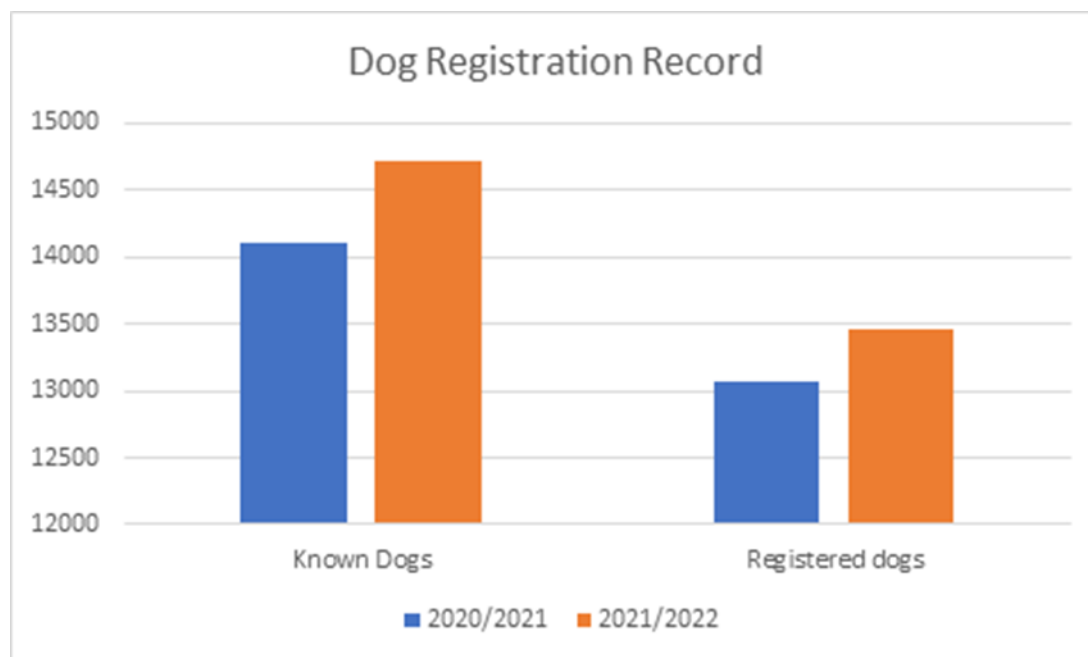
## REGULATORY AND COMPLIANCE

### Environmental Health and Licensing

96. Given the cancellation of larger music events this year, it is understood that many organisers have decided to hold smaller music events over the summer period, subject to any possible COVID restrictions in place. Our teams are proactively working with organisers to ensure that Alcohol and Food Act licenses can be applied for and obtained in a timely manner.
97. We have engaged a contractor verifier to assist the team with some of our overdue food verifications. We have also managed to secure employment of a new Environmental Health Officer to replace a recent resignation. With the services of the contractor and our new staff member, we believe that we will be able to reduce the current number of overdue verifications the team currently has.

### Animal Services

98. During October, there were three reported attacks on a person, eight reports of dogs 'rushing at a person' and seven reported attacks by dogs on another domestic animal (e.g. dog attacks/bites dog, dog attacks/bites cat, etc).
99. The most serious of these occurred on 14 October 2021, when a rottweiler attacked a person. The person was taken to hospital and required surgery on a broken arm and stitches for four deep puncture wounds. The dog has been impounded and is being held at the pound pending a hearing, applied for by the dog owner, to have the dog released from the pound. This will be considered by Council's Regulatory Hearing Panel. A District Court prosecution for the attack is pending, which will be considered by a Judge.
100. Animal Services staff continue to visit owners of unregistered dogs and have now achieved a registration rate of 92.8% of the city's 14,688 known dogs.



### Emergency Management

101. The purpose of Mount Industrial Zone Project is to gather information to inform a better understanding of the respective emergency plans already in place for each business, their respective identified risks, and any deficits that would negatively impact a wider response in an emergency. The intent is to then encourage a collaborative approach between businesses in this zone, and to facilitate an opportunity for them to work with our Emergency Management Team to ensure we have a co-ordinated response in the case of an emergency situation. The first meeting was held on 7 October 2021 and was attended by 17

stakeholders. Action points were assigned to all present and a follow-up meeting will be scheduled.

102. The aim of the Tsunami Awareness project is:

*Working with the community to minimise the risk to life from tsunami through education, planning and a high level of awareness.*

103. The working group for the project has been established, with a terms of reference agreed by the group. The working group is ensuring a collaborative and community-led approach, with representatives from multiple community sectors.
104. Planning is well underway for the community awareness campaign, with a working group workshop held on 27 October to identify effective ways of ensuring there is strong community awareness and understanding of the key tsunami messaging. The community awareness campaign is scheduled for the December/January summer period.
105. Developing connections with local networks is also underway to ensure there is more evacuation support provided for those who need it.

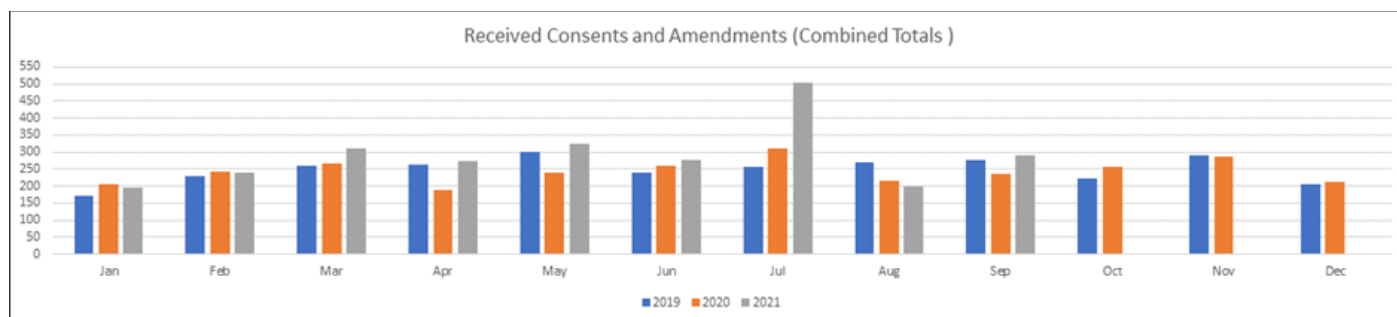
### **Emergency Operations Centre (EOC)**

106. Following the project to establish council's EOC, the number of staff putting their names forward to be part of the roster has steadily increased to a new high of 80. A comprehensive training programme has commenced and will continue to ensure staff are ready to respond, if necessary.
107. Preparations are underway for another EOC set-up rehearsal to be held in November, to provide EOC staff the opportunity to:
- (a) Familiarise themselves with the facility
  - (b) Test resources
  - (c) View capabilities
  - (d) Conduct a small exercise.
108. EOC communication capability has also been enhanced with the receipt of a satellite phone and the anticipated delivery of a stinger\* in the week commencing 25 October. The Emergency Management Team is currently undertaking an audit of radios to determine whether current placements are fit for purpose and identify deficits in coverage, if any.

\*Note: A stinger is a loudspeaker device that can be fixed to a vehicle and used to make announcements.

### **Building Services**

109. The volume of building consent applications and amendments received in September (289) continued to be higher than average, in line with previous months for 2021. Data for the first three weeks of October suggests that trend is continuing in October, with 226 applications received in three weeks. Interestingly, the volume of consent applications in August was only slightly lower than normal, following the surge in July related to the increase in development contribution costs.
110. The volume of amendments was significantly up in September, with 90 applications compared with an average of 47 for the preceding 12 months.
111. In the first three weeks of October, we received 54 amendment applications. We suspect the increase in applications may be in part due to product substitutions as a result of material shortages and, potentially, consents being submitted prior to the development contribution increase where the design hadn't been completely finalised.



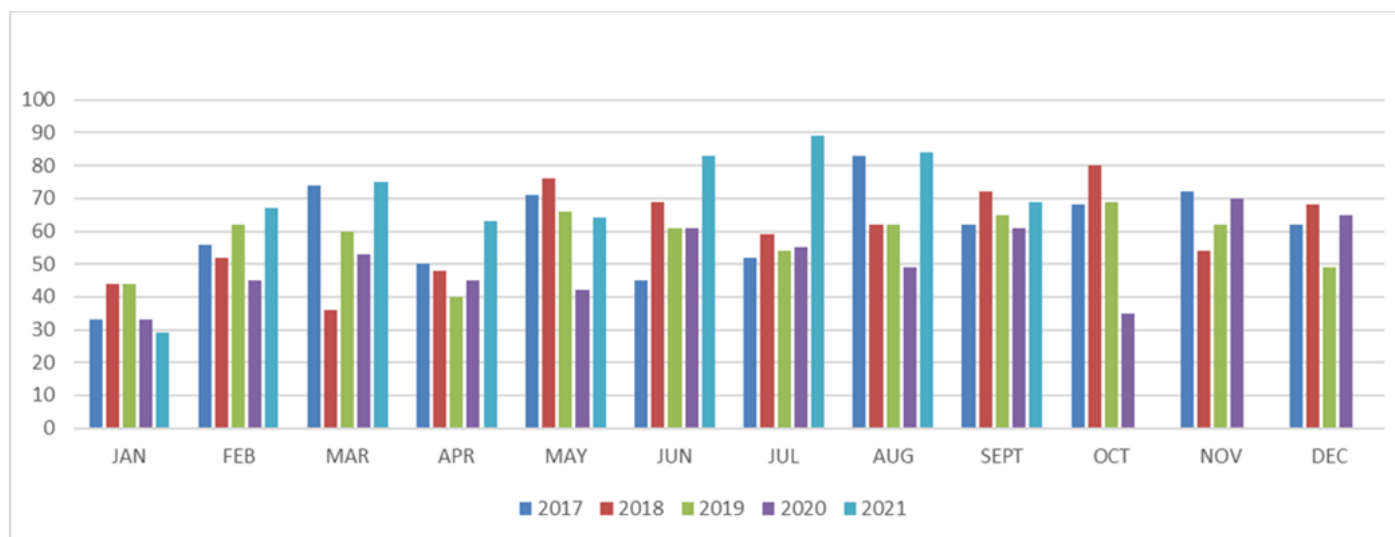
112. We granted 220 consents and 72 amendments (292 total) September and 181 consents and 53 amendments (234 total) in the first three weeks of October. This is on par with our most productive months of the past few years, but is only marginally above the volume of applications coming in. Unfortunately, this means that the delays caused by the high volume of applications received in July is continuing and little headway is being made in reducing the volume of consents awaiting processing (at present this is over 700).
113. Our compliance with statutory timeframes dipped further in September, to 53%, although that was bolstered by a comparatively high compliance rate for amendments (69%) compared with new consents (48%).
114. We are continuing to try and recruit experienced processors and engage additional processing contractors to assist with the current consent backlog. Unfortunately, we also had three processors leave our team in October, which leaves us in a net neutral position. We are making plans for a different recruitment strategy, which would see us take on a number of trainee staff in 2022 with the long-term goal of having a higher number of trained and competent staff by the beginning of 2023.
115. Inspection wait times continue to be very positive, with standard inspection slots typically being available with under one week's notice and final inspections with up to two weeks' notice. We believe this is in part due to a reduction in doubled-up bookings following the alert level 3 lockdown, and a slowdown on some jobs due to delays in material availability.
116. Our International Audit New Zealand (IANZ) assessment was completed in September. Only three General Non-Compliance's (GNCs) were identified and remained unresolved at the end of the assessment and these are well on their way to being resolved now. The vast majority of the GNCs identified during the assessment were minor in nature (for instance an agenda template that didn't include all the regulated matters; and incomplete calibration records for our thermometers). The final report ranks TCC's Building Control Authority (BCA) as a low risk (one of very few BCAs that have achieved this) and notes:

- (a) *The BCA received no SNCs [Serious Non-Compliance] and only a medium number of GNCs, with almost all being resolved before the end of the assessment;*
- (b) *There were no serious concerns about the BCA's technical output.*

As a result of this great assessment, IANZ have confirmed that we will return to a two-yearly audit cycle for the first time in a number of years. We are very proud of this achievement and are pleased that we are able to continue focusing on delivering a high-quality consenting system and improving the business over the next few years, without the need to focus on an additional external audit.

## Environmental Planning

117. Applications for resource consents remain consistently high. The team has had to review the sharp increase in the number of Building Consents received with the change to the DC policy (July - 173, Aug - 474, Sept - 141), with the Development Contributions Advisors undertaking assessments on 254 resource consents and 883 building consents between 1 July and 30 September.



## CORPORATE SERVICES

### Airport

118. Tauranga Airport continues to be impacted by changes in COVID-19 lockdown levels across the country and the subsequent impacts on Air New Zealand schedules. The airport remains fully-operational through all lockdown levels, as required by Government.
119. September saw 16,145 passengers pass through the terminal, compared to 23,898 during August 2020 and 45,284 in August 2019. Flights operated with an average loading of 85 percent, with the major impacts being from reduced schedules, particularly from Auckland.
120. While landing charges were impacted by lockdown levels and reduced schedules, the financial performance of the airport remains strong. Approximately \$300k was lost in landing charges and carparking revenue, but the non-airport revenue base continues to perform well and management continues to work with tenants to ensure positive outcomes continue.

### Marine Precinct – Vessel Works

121. Bridge Wharf (one of the significant wharfs at the Marine Precinct) has been surveyed for remedial works. Costs for the planned repairs have come in significantly higher than anticipated and we have therefore requested a breakdown of costs, based on the severity of the defects. Potential options for repair and development of the wharf will be included in a report seeking a decision by Commissioners on the future direction of the facility.
122. The Marine Precinct Strategic Reset is progressing well, with a workshop and reports to the Commissioners coming up in the next couple of months. This will provide clarity on the direction of the facility, including future land and wharf development.

### Cyber Security Week

123. Cyber Security Week ran from 18-22 October and was a national initiative to raise cyber security awareness across NZ. To support this, our security team provided 23 sessions covering a range of security topics, to build users' awareness on how they embed better cyber security habits into their home and work lives.
124. This was well-received, with 260 attendees and further sessions requested from those who were unable to attend. The overall feedback was excellent with requests for more in-depth learning requested on several of the topics covered.
125. This leads nicely into our 12-month learning and education series focused on improving cyber security in our people, which represents our greatest opportunity to improve our cyber defences.

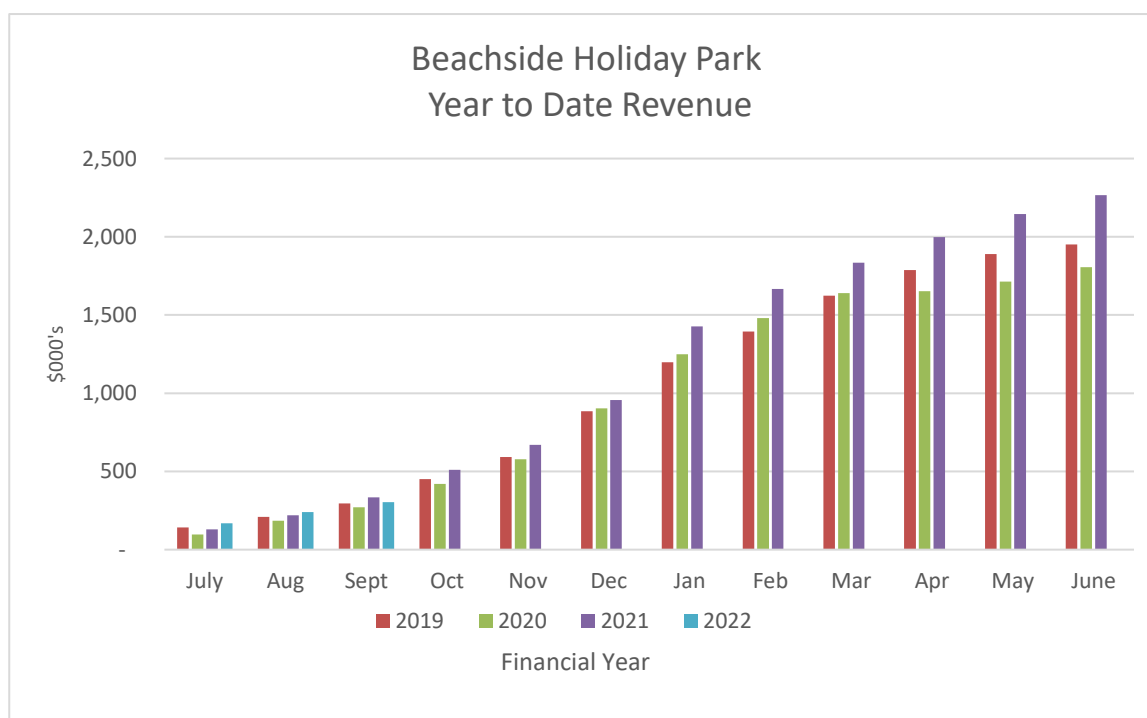


## Digital Services

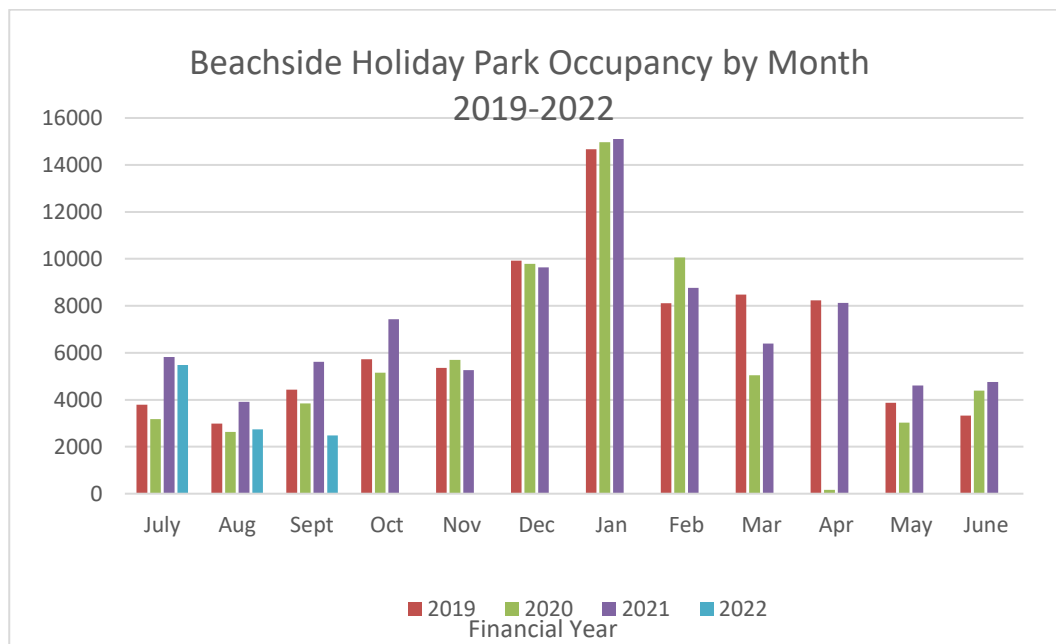
126. Digital Services and the Environmental Health and Licensing team have been working closely together to pilot Regulatory and Compliance processes in SAP. What started with Hairdresser registrations has now moved to include Campground registrations and Food Business Registrations (Food Control).
127. In the last month, we've been working on finalising Liquor Licensing, ready for testing. This includes many different types of licences (on-license, off-license, special licences, manager's certificates, etc.) and moving their associated application forms online (providing a better experience for business owners). The amount of manual handling of documents has also been reduced, with no less than 100 documents and forms automatically populated and stored in Objective (our document management system), saving valuable staff time.
128. This work is paving the way for better enabling of our wider Regulatory and Compliance processes, with fit-for-purpose technology focusing on enhancing the customer experience and creating efficiencies for staff.
129. As part of our Lifecycle Programme, our storage hardware was due for replacement, as the old hardware had exceeded its life expectancy and was no longer supported by the vendor. Storage is a critical part of our infrastructure and holds all of the data used by our 220 servers and approximately 50 systems. Without working storage, our systems are unusable.
130. While working to put the replacement hardware in place, we had a partial failure in the existing hardware. This incident ended up having virtually no impact on users, due to the effectiveness of the team's response. We worked alongside our vendors to bring the old hardware back under support and have the faulty parts replaced, and the small team responsible for this part of our infrastructure worked around the clock to migrate the data from our critical systems from the old to the new hardware.
131. Over the last three months, the team has moved 109TB of data from the old hardware to the new hardware and deleted 60TB of old data. At approximately 90 minutes per TB, a lot of manhours have gone into what was a seamless transition to the new storage platform.

## Beachside Holiday Park

132. Holiday Park occupancy continues to feel the impact of COVID restrictions in the Auckland and Waikato regions, which are a large part of our customer base.







## Finance

133. The majority of financial reporting is delivered to the Strategy, Finance and Risk committee. The Annual Report is due to be adopted on 6 December and in early-December, the first draft of the 2022 Annual Plan will be presented to Council.
134. The Annual Plan will also include options around changes to the rating structure, looking at more equitable ways to distribute rates. Other new funding and financing options will also be brought into the Annual Plan, where appropriate.

## STRATEGY AND GROWTH

135. With the establishment of the Strategy, Finance and Risk Committee, most of the matters associated with the Strategy & Growth portfolio are now reported through that structure. Rather than duplicating information, only matters not addressed in the Strategy, Finance and Risk Committee will be reported via the Executive Report. The 20 September Strategy, Finance, Risk Committee agenda included the quarterly report on Urban Planning and also Transport Planning. There are no additional matters to report within this Executive Report.

## ATTACHMENTS

Nil

### 11.3 Review of the Delivery of Mainstreet Programmes

**File Number:** A13014642

**Author:** Anne Blakeway, **Manager:** Community Partnerships

**Authoriser:** Gareth Wallis, **General Manager:** Community Services

#### PURPOSE OF THE REPORT

1. The purpose of this report is to provide a review of the delivery of Tauranga City Council's four mainstreet programmes and identify any recommended changes to existing arrangements.

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#### RECOMMENDATIONS

That the Council:

- (a) Receives the Review of the Delivery of Mainstreet Programmes report.
- (b) Directs staff to implement all seven review recommendations (outlined below), including the appointment of a 0.5 Full Time Equivalent (FTE) role within the Community Partnerships division to manage the ongoing relationship with the mainstreet organisations.

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#### EXECUTIVE SUMMARY

2. Council recently undertook a review of the delivery of the four mainstreet programmes (Tauranga CBD, Mount Maunganui, Greerton and Papamoa) with the following objectives:
  - to review the extent to which they contribute to the creation of thriving town centre business districts within the city;
  - to review the strategic alignment with Council; and
  - to identify and recommend any changes to existing arrangements that are expected to drive improved outcomes for retail centres.
3. A number of key stakeholders were interviewed as part of the review, along with several staff members from Tauranga City Council (TCC), and the review is provided as Attachment 1.
4. Each of the four mainstreet organisations were given an opportunity to provide feedback to the draft review and these are provided as Attachment 2 (Mainstreet Tauranga), Attachment 3 (Mount Business Association), Attachment 4 (Greerton Village) and Attachment 5 (Papamoa Unlimited). This feedback has been incorporated into the final review by the review author, at their discretion.
5. The following recommendations have come out of the review:
  - (i) that TCC continues to deliver its mainstreet programmes through a collaborative business-community led model;
  - (ii) that the accountability regime proposed in the report be implemented as soon as possible;
  - (iii) that, as part of the accountability regime, TCC provide the mainstreet organisations with a three-yearly letter of expectation, coinciding with the Long-term Plan cycle, as the mechanism for ensuring strategic alignment of direction between the mainstreet organisations and TCC;
  - (iv) that the existing arrangements with the mainstreet organisations be reviewed as soon as possible, to reflect the proposed accountability regime and to standardise, where possible, the terminology in the agreements;

- (v) that TCC undertake periodic surveys of the opinion of the owners and occupiers of the properties within the targeted rates areas that fund the mainstreet programmes, about the effectiveness of those programmes;
  - (vi) that TCC monitor progress with the rebuilding of the delivery of the mainstreet programme in Mount Maunganui; and
  - (vii) that an at least 0.2 FTE role be created within the Community Partnerships division of the Community Services group to manage the relationship with the mainstreet organisations.
6. While the reviewer's recommendation is that an at least 0.2 FTE role is created, it is the staff recommendation that a 0.5 FTE role is created to manage the mainstreets relationships. This new role would also be responsible for managing relationships with our city partners following the decision to wind up Project Tauranga and deliver in its place, a series of "Leadership Breakfasts" with the Commission, the Executive, and our city partners. This new 0.5 FTE role can be funded from existing budgets.

## BACKGROUND

7. There are agreements in place between TCC and the four mainstreet organisations for the delivery of services. The intent of the agreements is to the effect that:
- The mainstreet organisations will contribute to the achievement of a strong and vibrant city and town centres, by promoting the appeal of their respective areas to residents and visitors through events, promotions and other means.
  - That TCC will provide funding for these mainstreet services by way of a targeted rate on commercial property within each of the respective mainstreet business areas.
  - The mainstreet organisations are incorporated societies and all business operators within their respective targeted rates areas are regarded by the mainstreet organisations as being their members.
8. Mainstreet organisations receive a targeted rate through Council, totalling \$708,426 per annum across the four organisations. Activities undertaken by all the mainstreet organisations appear to be having a positive effect on the activation and economic vibrancy of their areas, largely through events and promotions.
9. It is difficult to measure the outcomes achieved by the mainstreet programmes in economic terms, meaning that generally only anecdotal and informal measures of success are available. However, informal measures, such as estimated numbers of people attending events, surveys of retailers to determine if customer foot traffic or turnover was improved by events and promotions etc., would be useful, provided they are objective.
10. The review suggests that the most meaningful measure of success available to Council is the opinion of those paying the targeted rates that fund the mainstreet programmes, and that periodic surveys of these people would be valuable.

## Accountability

11. The review highlights that there is a lack of understanding on the part of some of the mainstreets with regards to TCC's role in funding their organisations – and the wording of the current agreements does not help in that regard.
12. Rather than being a membership levy collection agency, Council sets a targeted rate to fund the mainstreet services and is accountable for the use of those rates to the same extent as it is for any other rates it sets. In effect, Council is giving grants to the mainstreet organisations each year.
13. The funding agreements set out an annual structure of accountability, including:
- a formal annual request for the level of targeted rates funding sought by each of the Mainstreet boards to be received by TCC by 1 December;
  - an annual business plan to be provided to TCC by 30 June;

- six-monthly reports;
  - audited financial accounts to be provided to TCC by 30 September; and
  - meetings with TCC staff at least twice a year to discuss performance, effectiveness etc.
14. However, the review has highlighted that application of the “accountability regime” is weak, and specifically that:
- annual business plans are not provided and are instead substituted with a brief commentary on the six months ahead in the six-monthly report;
  - only basic commentary is provided by TCC staff in the cover report that accompanies the six-monthly reports going to Council, without any qualitative commentary on performance and/or on the adequacy of information provided;
  - one of the mainstreet organisations has not submitted audited financial reports since the 2018 financial year without any consequence; and
  - the regular meetings with the mainstreet organisations are more perfunctory in nature than fulfilling the purpose contained within the agreements.
15. The review sets out the elements that you would expect to find in a good accountability regime for externally provided mainstreet services to ensure strategic alignment with TCC, including:
- At the very least, a three-yearly letter of expectation coinciding with the Long-term Plan cycle, or alternatively a statement of intent approach.
  - Submission of an annual business plan by the mainstreet organisations – at the same time that funding is requested, to enable TCC to make a “value for money” judgement when it considers the funding request.
  - Six-monthly reporting by the mainstreet organisations against the business plan, accompanied by a robust, qualitative TCC process for assessing and considering these reports.
  - Provision of audited financial statements accompanied by formal TCC oversight of these reports.
  - Regularly scheduled meetings between the mainstreet organisations and TCC staff.
16. The ability to actively implement the accountability regime outlined above is, of course, dependent on there being a resource within TCC that is charged with responsibility for making this happen (see paragraphs 19 to 21 below).

### **Mainstreet models**

17. The review explores the common characteristics of successful mainstreet models, as well as other models that might be used. It concludes that neither the in-house model nor the outsourced oversight model (for example, through Priority One) are likely to produce better outcomes than the current business community-led approach that is in place, with direct oversight by TCC.
18. The reviewer argues that *“it is this involvement of the local business community that is at the heart of the success of mainstreet programmes, as the business community is genuinely invested in achieving successful local outcomes and is likely to have better knowledge of many of the business drivers of that than does TCC.”*

### **Responsibility within Tauranga City Council**

19. There are currently four TCC staff members who have a role in the interface with the mainstreet organisations, although the mainstreet relationship function does not form part of the position description for any of these staff.
20. There is no single role that has primary responsibility for managing the relationship and this was identified as a key issue that needed to be resolved.

21. The reviewer proposes that responsibility for managing the relationship with the mainstreet organisations should sit within the Community Partnerships division. In a similar way to the CCO relationships role, this proposed role would champion collaboration to develop new strategic direction through three-yearly letters of expectation, to aid the success of the mainstreet programmes.

### STRATEGIC / STATUTORY CONTEXT

22. In terms of TCC's community outcomes that were in the Long-term Plan 2021-2031, well-run mainstreet programmes make a worthwhile contribution to city centre vibrancy and to a city that is well planned, with a variety of successful and thriving compact centres and resilient infrastructure.
23. Well-run mainstreet programmes also have a key role in making a significant contribution to the social, economic, cultural and environmental well-being of the region.
24. The City Centre Strategy (2012) is relevant to Mainstreet Tauranga to the extent that its vision is to create a thriving commercial centre. This strategy is currently under review and expected to be completed by the end of the year. Specific actions may be assigned to Mainstreet Tauranga to implement as a key stakeholder in the strategy.

### FINANCIAL CONSIDERATIONS

25. Mainstreet organisations receive a targeted rate through Council totalling \$708,426 per annum across the four organisations.

### LEGAL IMPLICATIONS / RISKS

26. There are no legal implications or risks associated with this review.

### CONSULTATION / ENGAGEMENT

27. Each of the four mainstreet organisations were given an opportunity to provide feedback to the draft review and these are provided as Attachments 2 to 5. This feedback has been incorporated into the final review by the review author, at his discretion.

### SIGNIFICANCE

28. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's [Significance and Engagement Policy](#). Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
29. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the matter.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
30. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low significance.

### ENGAGEMENT

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

**NEXT STEPS**

32. Council's decision to receive this report and its recommendations, or otherwise, will be communicated to the mainstreet organisations.
33. Staff will commence immediately with the appointment of a 0.5 FTE role, working within the Community Partnerships division, to manage the relationship with the mainstreet organisations.
34. The recommendations and accountability regime proposed in the review will be implemented by the new appointee before the beginning of the next financial year.

**ATTACHMENTS**

1. **Review of the Delivery of Mainstreet Programmes, October 2021 - A13014904** [↓](#)
2. **Mainstreet Tauranga - feedback to draft Mainstreets Review, October 2021 - A13014902** [↓](#)
3. **Mount Business Association - feedback to draft Mainstreets Review, October 2021 - A13014899** [↓](#)
4. **Greerton Village - feedback to draft Mainstreets Review, October 2021 - A13014900** [↓](#)
5. **Papamoa Unlimited - feedback to draft Mainstreets Review, October 2021 - A13014901** [↓](#)



7 Pateke Way, Paraparaumu 5032  
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Gareth Wallis  
General Manager  
Community Services  
Tauranga City Council.

## **Review of the delivery of mainstreet programmes – Tauranga City Council**

### **Introduction**

1. The objectives of this review are:
  - To review the way and the extent to which, Tauranga's mainstreet programmes (CBD, Mount Maunganui, Greerton and Papamoa) contribute to the creation of thriving town centre business districts within the city.
  - To review the strategic alignment between the mainstreet programmes and Tauranga City Council's (TCC) existing policies and priorities.
  - To review the way TCC currently arranges organisational responsibility for creating thriving town centre business districts, both in respect of direct service provision and through its partnerships with external organisations.
  - To identify and recommend changes to existing arrangements, if any, that are expected to drive improved outcomes for retail centres.

The full terms of reference for the review are attached as Appendix 1.

2. A list of the staff members and representatives of external organisations that I interviewed for this review, is attached as Appendix 2.

### **Recommendations**

3. The following are the recommendations arising from this review:
  - 3.1 That TCC continue to deliver its mainstreet programmes through a collaborative business-community led model;
  - 3.2 That the accountability regime proposed in this report be implemented as soon as possible;
  - 3.3 That, as part of the accountability regime, TCC provide the mainstreet organisations with a three yearly letter of expectation, coinciding with the LTP cycle, as the mechanism for ensuring strategic alignment of direction between the mainstreet organisations and TCC;
  - 3.4 That the existing agreements with the mainstreet organisations be reviewed as soon as possible to reflect the proposed accountability regime and to standardise the terminology in the agreements;
  - 3.5 That TCC undertake periodic surveys of the opinion of the owners and occupiers of the properties within the targeted rates areas that fund the mainstreet programmes, about the effectiveness of those programmes;

- 3.6 That TCC monitor progress with the rebuilding of the delivery of the mainstreet programme in Mount Maunganui;
- 3.7 That a role (at least .2FTE) be created within the Community Partnerships Division of the Community Services Group to manage the relationship with the mainstreet organisations.

### **The role of the mainstreet organisations**

4. "Retailers and merchants in Tauranga City Centre, Mount Maunganui, Greerton and Papamoa are supported by membership organisations (Mainstreet organisations). Their work is funded through a targeted rate that is paid by commercial property owners in each area. The role of these organisations is to promote local business and encourage its development in each geographical area, contributing to creating strong and vibrant city and town centres. They organize promotions, events and other initiatives to make each area more attractive, interesting and inviting to shoppers and visitors." *(source TCC website)*

### **Current arrangements**

#### **Agreements for the delivery of mainstreet services**

5. There are agreements in place between TCC and the mainstreet organisations for the delivery of services. The intent of the agreements is to the effect that:
  - the mainstreet organisations will contribute to the achievement of strong and vibrant city and town centres by promoting the appeal of their respective areas to shoppers and others through events, promotions and other means;
  - TCC will provide funding for these mainstreet services by way of a targeted rate over each of the respective mainstreet business areas.
6. The agreement for the Greerton area is attached as an example at Appendix 3. The agreements for the other three mainstreet areas are not identical to this example but are similar in intent and effect. Due to the age of the agreements, they are in need of review.
7. The mainstreet organisations are incorporated societies and all business operators within their respective targeted rates areas are regarded by the mainstreet organisations as being their members although there does not seem to be any formal process for becoming members in the normal sense of the words.

#### **Greerton Village Community Assn**

8. The current agreement for the delivery of mainstreet services has been in place since 1 July 2011. Funding of \$134,000 from targeted rates was provided by TCC under the agreement for the year ended 30 June 2021.
9. The Greerton Village Community Assn (GVCA) employs a manager who is responsible to the organisation's board for the day-to-day delivery of the mainstreet programme in Greerton. The programme involves a range of events and promotions designed to attract people to the Greerton business area. The programme is varied and vibrant and I have no reason to doubt that it is successful in achieving its objective.



10. Other functions undertaken by GVCA include:
- providing support for the local business community through networking opportunities;
  - advocacy in relation to matters that it regards as impacting on the success of the Greerton business area; and
  - marketing the centre on behalf of the business community
11. The GVCA representatives indicated that the following changes would aid the success of their organisation:
- having a position within TCC that had meaningful responsibility for successful mainstreets relationships and who was the primary point of contact for the mainstreet organisations; and
  - having improved communication from TCC.

#### **Mainstreet Tauranga**

12. The current agreement for the delivery of mainstreet services has been in place since 1 July 2009. Funding of \$353,000 from targeted rates was provided by TCC under the agreement for the year ended 30 June 2021.
13. Mainstreet Tauranga (MT) contracts to Tuskany Agency for the day-to-day management and delivery of the mainstreet programme in Downtown Tauranga. The Tuskany Agency Manager reports to the Board of MT. The MT programme is on a greater scale than the other mainstreet organisations and involves a range of events and promotions designed to attract people to the Downtown business area. The programme is varied and vibrant and I have no reason to doubt that it is successful in achieving its objective.
14. Other functions undertaken by MT include:
- activating vacant spaces within the CBD;
  - providing support for the local business community through networking and training;
  - advocacy in relation to matters that it regards as impacting on the success of the Tauranga CBD;
  - marketing the CBD; and
  - acting as a conduit between CBD businesses and TCC

Historically MT has also operated a shuttle service for cruise liner passengers although that is currently in abeyance due to the effects of the COVID-19 pandemic.

15. The MT representatives indicated that the following changes would aid the success of their organisation:
- TCC recognising the productive and effective role MT has as a stakeholder and partner in the revitalisation of the city centre;
  - TCC Involving MT at the formative stages of city centre strategy development;
  - TCC allowing MT to effectively participate as part of the stakeholder team tasked with revitalising the city centre. Priority One for economic Development, Tourism BOP for tourism development and Mainstreet Tauranga for creative delivery, events, member representation, advocacy and city centre marketing;
  - appointing an active, informed and engaged representative at Council to work in partnership with MT.

**Mount Business Association**

16. The current agreement for the delivery of mainstreet services has been in place since 1 July 2009. Funding of \$188,000 from targeted rates was provided by TCC under the agreement for the year ended 30 June 2021.
17. The Mount Business Association (MBA) employs an operations manager that reports to the Chairperson of the Board and who is responsible for the day-to-day delivery of the mainstreet programme in Mount Maunganui. Two other staff, who undertake destination marketing and street maintenance respectively, report to the operations manager.
18. The following are the vision and core purpose statement of Mount Business Association (MBA):

“Our vision is to help create a unique and lively downtown that enriches the business community, embraces history, celebrates the arts, preserves our natural environment and promotes quality events to instill a ‘sense of place’ in our community”

“To successfully create a unique and vibrant atmosphere in Mount Mainstreet and deliver a diverse range of opportunities to the doors of our members. To foster and promote generally the welfare of the business community of Mount Maunganui, and to provide a forum for networking and collaboration of members”
19. This review is not an assessment of the performance of the individual mainstreet organisations but it does seem that MBA has been relatively inactive over the last year or so compared to the other organisations. For example, the report that was presented to TCC for the six months to 31 December 2020 indicated that there had not been any events (other than the farmers market) or other significant activities undertaken by MBA during that period. However, under the leadership of a motivated new Chair, there is significant effort being made to rebuild MBA into the organisation that is described in the vision and core purpose statement. The focus of the rebuilding is initially on events, space activations and business networking.
20. Key issues raised by the MBA representative were:
  - the apparent lack of accountability being imposed on MBA by TCC to ensure that there is value for money being achieved from the public funding of the organisation;
  - the need for there to be business plan objectives agreed with TCC each year for the mainstreet organisations to meet each year;
  - TCC involvement in the governance of the mainstreet organisations would be valued; and
  - there needs to be a single point of contact at TCC who is responsible for managing the relationship with the mainstreet organisations and who has the capacity to carry out the accountability oversight that is required.

**Papamoa Unlimited**

21. The current agreement for the delivery of mainstreet services has been in place since 1 July 2014. Funding of \$50,000 from targeted rates was provided by TCC under the agreement for the year ended 30 June 2021.
22. Papamoa Unlimited (PU) is managed by a volunteer Chair and engages a contractor to assist with the running of events. The sole focus of PU is to hold three to four community events each year. An element of each event occurs within the Papamoa business area and as such attracts people to that location and in doing so, promotes the business area as well as the vibrancy of Papamoa

generally. I have no reason to doubt that it is successful in achieving its objective.

23. The PU representative did not identify any particular desired change to the way the existing relationship works.

#### **Measuring the success of the programmes**

24. There is little doubt that well run mainstreet programmes make a worthwhile contribution to the vibrancy of the city and town centres and add value to the community generally. They bring people to the town centres through events and promotions; they play a role in placemaking; they facilitate the involvement of business people in decision making by acting as a conduit to and from the Council; and they strengthen the business sector through collaboration. However, it is difficult to measure the outcomes achieved by the mainstreet programmes in economic terms meaning that generally only anecdotal and informal measures of success are available. Informal measures include things such as the estimated number of people attending events, surveys of retailers to determine if customer foot traffic or turnover was improved by events and promotions etc. Although informal, these indicators are still useful provided they are objective.
25. Another way of considering success is to think about what would be lost if the mainstreet programmes were not in place. Who would put on the events previously delivered by the mainstreet organisations? What are the impacts on communication if an important conduit to and from business communities no longer exists? What is the value to TCC in having location specific representative business organisations in place? How is the contribution to local placemaking replaced? Who would promote and advocate for the town centres?
26. Perhaps the most meaningful measure of success that is available to the Council is the opinion of those paying the targeted rates that fund these programmes. Who could be better placed to have an informed view on the value of mainstreet programmes than those who pay for them. Periodic surveys of the opinion of these people would be valuable.
27. If more demonstrative evidence of success is desired, there are technologies available to do things such as measure pedestrian traffic, analyse local spending data, or analyse cellular network geo-data. These tools may be able to assist in measuring the success of individual mainstreet events but a thorough investigation of cost versus benefit would need to be undertaken before deciding to employ any of these technologies.

#### **Strategic alignment**

28. With the exception of the City Centre Strategy 2012, I have not been able to identify any TCC strategies or other guidance documents to use as the basis of consideration of the strategic alignment between TCC and the mainstreet organisations. That strategy is only relevant to Mainstreet Tauranga (MT).
29. The City Centre Strategy is relevant to MT to the extent that its vision is to the effect of wanting to create a thriving commercial centre. The 2012 strategy does contain reference to MT as having a role in various action plans. My interpretation of the strategy is that you could best describe the MT role as a key stakeholder rather than a key partner in the delivery of the strategy. However, the strategy is now 9 years old and its relevance and currency suffers from this. It is currently undergoing review which is expected to be completed around the end of this

year. The staff involved in developing the new strategy indicate that the likely role of TM will continue to be as a key stakeholder and that it is possible that specific actions will again be assigned to it in action plans to implement the strategy.

30. To the extent that the City Centre Strategy 2012 continues to be relevant, the endeavours of MT seem to be well aligned with the Council's strategic direction.

### **Accountability**

31. I got the impression from some of the mainstreet representatives that I met, that they regarded TCC's role in funding their organisations as being akin to a membership levy collection agency function. The way the current agreements are worded probably doesn't help in that regard. The reality, of course, is that the Council is setting a targeted rate to fund the mainstreet services and is accountable for the use of those rates to the same extent as it is for any other rates that it sets. In effect the Council is giving grants to the mainstreet organisations each year.
32. The agreements set out an annual structure of accountability that is described below:
- by 1<sup>st</sup> December, the mainstreet organisations advise TCC of the level of targeted rates funding that they are seeking for the following year. The funding request must be accompanied by verified minutes from the Board meeting (or AGM) at which the request was approved;
  - by 30<sup>th</sup> June, the mainstreet organisations provide TCC an annual business plan for the year ahead;
  - the mainstreet organisations provide TCC with six monthly reports setting out their achievements and financial information;
  - the mainstreet organisations provide TCC with audited financial accounts by 30 September;
  - meetings are held between the mainstreet organisations and a TCC staff member to discuss issues such as performance, effectiveness, service quality and cost, twice a year.
33. I have not carried out a detailed audit of the extent to which the elements of the current accountability regime occur in practice but based on discussions with staff and stakeholders and representative documents that I have seen, application of the regime is weak. Specifically:
- annual business plans are not provided by the mainstreet organisations seemingly because they are not requested to do so by TCC. This is substituted by a brief commentary on the six months ahead that is provided as part of the six monthly reports. This is not an adequate substitute for a business plan;
  - presentation of the six monthly reports to the governance arm of TCC is accompanied by only basic TCC officer reporting which seems not to contain any qualitative commentary on the performance of the mainstreet organisations or on the adequacy of information provided;
  - one of the mainstreet organisations has not submitted audited financial reports since the 2018 financial year without any consequence;
  - I understand that the regular meetings with the mainstreet organisations are more perfunctory in nature than fulfilling the purpose contained in the agreements.

34. I would expect to see the following elements in a good accountability regime for externally provided mainstream services:

Accountability element	Comments
A mechanism for ensuring strategic alignment of direction between the mainstream organisations and TCC	A three yearly letter of expectation from TCC coinciding with the LTP cycle would be adequate in the absence of any express guiding policy being in place. An alternative would be a statement of intent approach but that may be more than is required for the scale of operation.
Submission of an annual business plan by the mainstream organisations <u>at the same time</u> that funding is requested.	This will enable TCC to make a “value for money” judgement when it considers the request for funding.
Six monthly reporting by the mainstream organisations against the business plans.	As is required by the existing agreements but this needs to be accompanied by a robust qualitative TCC process for assessing and considering these reports.
Provision of audited financial statements	As is required by the existing agreements but this needs to be accompanied by formal oversight of these reports, perhaps as part of one of the six monthly reporting rounds.
Scheduled meetings between the mainstream organisations and TCC	As is required by the existing agreements.

35. This proposed accountability regime is proportionate to the amount of funding that is being provided by TCC and I recommend its implementation. Perhaps the most important element of any accountability regime, including this one, is the need to actively implement it. The ability to actively implement it is dependent on their being a resource within TCC that is charged with responsibility for making this happen. Options around this are dealt with later in this report.

### Mainstreet models

36. Mainstreet programmes in New Zealand most commonly have structures and structural relationships that are generally similar to the model that exists in the four locations across Tauranga. This does not mean that they are all identical. Successful mainstreet programmes seem to have the following common characteristics:
- they are business community led;
  - the objectives of the mainstreet organisations and the local council align in relation to their vision for their business areas;
  - there is strong collaboration between the mainstreet organisations and the local council;
  - the local council is a significant funder.
37. In Whanganui, the model is similar to that described in the preceding paragraph except that oversight of the programme is undertaken by the Regional Development Agency rather than directly by the local council. TCC could consider requesting Priority One to have oversight of the local mainstreet programmes. There has already been examples of Mainstreet Tauranga working with Priority One on individual projects such as activating vacant commercial spaces in the CBD. However, my view is that such an arrangement is unlikely to work well as the focus of Priority

One is and the mainstreet organisations are very different. Priority One has a focus on promoting a sustainable long term prosperous economy for Tauranga across a wide range of business sectors, of which the retail sector is a relatively small part. By comparison the mainstreet organisations have a much more immediate, detailed and operational focus on their respective areas. Opportunities will continue to arise for inter-agency cooperation on specific programmes and in my opinion that is the appropriate relationship between Priority One and the mainstreet organisations.

38. In a small number of locations, local councils employ staff to deliver town centre revitalisation working closely with their business sector but these are not Mainstreet projects in the true sense of the words. Some areas that have this model include New Plymouth, Whangarei and Rotorua. This model can achieve results such as Eat Street in Rotorua although that example is more in the nature of the city centre place making work that is already undertaken by TCC outside of the mainstreet programme framework.
39. My view is that neither the in-house model nor the outsourced oversight model are likely to produce better outcomes than the current business community led approach that is in place with direct oversight by TCC. It is this involvement of the local business community that is at the heart of the success of mainstreet programmes as the business community is genuinely invested in achieving successful local outcomes and is likely to have better knowledge of many of the business drivers of that than does TCC.

### **Arrangement of responsibility within Tauranga City Council**

40. At the present time multiple positions within the TCC organisation have a role in the interface with the mainstreet organisations but no single position has primary responsibility for managing the relationship and for championing TCC collaboration to aid the success of the mainstreet programmes. This issue was identified as a major issue that needed to be resolved by most of the mainstreet representatives that I met with.
41. The positions within TCC that currently have roles in the interface with the mainstreet organisations (other than responding to routine service requests) are:
- **Project Tauranga Manager, Community Partnerships Division**  
The position holder is currently the main point of contact with the mainstreet organisations. The role is more administrative in nature than promoting the success of the mainstreet programmes. Responsibilities include coordinating the reporting requirements of the agreements and presenting these to the TCC governing body but not qualitatively assessing these reports. The mainstreet function does not form part of the position description for this role. At the present time the position holder estimates that he spends up to 80 hours per year performing this function.
  - **Strategic Advisor, Strategy & Corporate Planning Division**  
This position has a role in economic development policy and strategy formulation and in managing the relationship with Council's outsourced economic development partners. The mainstreet relationship function does not form part of the position description for this role.

- **Manager, Planning and Design, Spaces and Places Division**  
This position has a role in a functional sense because of the complementary placemaking roles played by the mainstreet organisations and TCC. The mainstreet relationship function does not form part of the position description for this role.
- **Manager, Venues and Events, Community Services Group**  
This position has a role in a functional sense because the mainstreet organisations are significant deliverers of events within the city. The mainstreet relationship function does not form part of the position description for this role.

42. Of the positions identified in the preceding paragraph, the latter three are not logical locations for the relationship management function to be located. The success of the mainstreet programmes is not sufficiently aligned with the core functions of those roles. The Community Partnerships Division, within which the Project Tauranga Manager position is located is more closely aligned. However, the Project Tauranga Manager does not have capacity to have a greater focus on the mainstreet programmes than the role currently performed by him, which, in reality is a “tack on” to the core responsibilities of his position.
43. My opinion is that the Community Partnerships Division of the Community Services Group, is the appropriate organisational location for the mainstreets function. A comparison can be made with the CCO relationship role that is already located within that division. Although different in scale, the CCOs and the mainstreet organisations are similar in that they are both examples of the outsourcing of functions that are funded by TCC to partner organisations and would most likely be directly provided by TCC in some form, if the outsourcing arrangements were not in place.
44. Accordingly, I propose that responsibility for championing the success of the mainstreet programmes and managing the relationship with the mainstreet organisations be located within a role in the Community Partnerships Division. I estimate that to effectively manage relationships, actively monitor the accountability regime and undertake meaningful reporting to the governing body a .2 FTE position is required. If providing that .2 FTE capacity requires the establishment of a new role, I suggest that it be linked with the existing CCO Specialist role due to the commonality of function.

Max Pedersen  
28 October 2021

## **Appendix 1.**

### **Terms of Reference**

#### **Review of the delivery of mainstreet programmes within Tauranga City**

##### **Objectives**

1. To review the way and the extent to which, Tauranga's mainstreet programmes (CBD, Mount Maunganui, Greerton and Papamoa) contribute to the creation of thriving town centre business districts within the City.
2. To review the strategic alignment between the mainstreet programmes and Tauranga City Council's (TCC) existing policies and priorities.
3. To review the way TCC currently arranges organisational responsibility for creating thriving town centre business districts, both in respect of direct service provision and through its partnerships with external organisations.
4. To identify and recommend changes to existing arrangements, if any, that are expected to drive improved outcomes for retail centres.

##### **Context**

5. The current agreements for the delivery of mainstreet obligations have been in place for many years: *Mainstreet Tauranga Incorporated* and *Mount Mainstreet* since 2010; *Greerton Village Community Association* since 2011; and, *Promote Papamoa Incorporated* since 2014 (collectively the mainstreet organisations). The objectives of the agreements are general in nature and provide only limited guidance on the outcomes and outputs that are sought by the Council from implementation of the agreements.
6. The mainstreet organisations are primarily funded through a TCC targeted rate over the properties within each mainstreet organisation's respective business district. The businesses located on these properties are regarded by the mainstreet organisations as the members of their respective organisations. The level of rates is based on proposed budgets and programmes submitted by the mainstreet organisations. Performance against budgets and proposed programmes is reported to the Council twice per year.
7. The mainstreet programmes involve a range of activities that are designed to attract people to their respective areas. The success of these is reported to the Council at an activity output and outcome level. However, TCC holds little evidence about the level of contributory influence that these activities have on achieving the overall desired outcome of creating thriving business districts.
8. There has not been any comprehensive review of the delivery of mainstreet programmes and their effectiveness since the current agreements were entered into.
9. Responsibility for the various aspects of creating thriving town centre business districts is currently fragmented within the TCC organisation, which may not aid the achievement of optimal outcomes.

##### **Scope of work**

10. The appointed consultants are to consider and report on:



- a. the extent to which the objectives and performance of the mainstreet organisations are strategically aligned with TCC's existing policies and priorities;
  - b. the clarity and adequacy of the accountability regime that exists between TCC and the mainstreet organisations;
  - c. other partnership models employed for strengthening the vibrancy and economic health of town centre business districts in New Zealand, including mainstreet programmes, and their potential advantages and disadvantages when compared to the status quo; and
  - d. how responsibility for creating thriving town centre business districts is currently arranged within TCC and the advantages and disadvantages of other potential arrangements.
11. The consultants will seek input to the review from a range of external stakeholders. These will include but not be limited to:
- a. *Mainstreet Tauranga Incorporated;*
  - b. *Mount Mainstreet;*
  - c. *Greerton Village Community Association;*
  - d. *Promote Papamoa Incorporated;*
  - e. *Priority One;*
  - f. *Tourism Bay of Plenty; and*
  - g. *Tauranga Chamber of Commerce.*

**Deliverables**

12. A report setting out and evaluating the issues and options that are identified for the purposes set out in the objectives and scope of work contained in this Terms of Reference.
13. Recommendations in respect of changes, if any, that are proposed, together with guidance on resource requirements and implementation in relation to any such recommendations.

**Timelines**

14. The review is expected to commence immediately after these Terms of Reference are finalised. A detailed timeline for completion of the review will be determined at that time.

## **Appendix 2.**

### **People interviewed**

#### **Tauranga City Council:**

Gareth Wallis  
 Ross Hudson  
 Carl Lucca  
 Michael Vujnovich  
 Jeremy Boase  
 Doug Spittle  
 Anne Blakeway  
 Jenna Quay  
 Nelita Byrne

#### **External**

David Hill, Papamoa Unlimited  
 Sue Blomquist, Greerton Village Community Assn  
 Sally Benning, Greerton Village Community Assn  
 Brian Berry, Mainstreet Tauranga  
 Sally Cooke, Mainstreet Tauranga  
 Kim Renshaw, Mount Mainstreet  
 Matt Cowley, Tauranga Chamber of Commerce  
 Oscar Nathan, Tourism Bay of Plenty  
 Nigel Tutt, Priority One  
 Cheryl Steiner, Consultant involved in development of the TCC events strategy

#### **Acknowledgement of specialist input**

Consultant Karen Remetis, has provided valuable specialist input to this review based on her experience and expertise relating to the delivery of mainstreet functions within New Zealand.

**Appendix 3.**

Agreement between TCC and Greerton Village Community Association



## Response points to Review of the delivery of Mainstreet programmes – Tauranga City Council Max Pedersen – final draft

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In reviewing the final draft the Mainstreet Tauranga board seek to respond to the points outlined below:

### Recommendations

- 3.1 Mainstreet Tauranga appreciates and thanks the review for recognising the work and value of mainstreets and the recommendation that TCC continue to deliver its mainstreet programmes through a collaborative business-community led model
- 3.2 Mainstreet Tauranga supports the refinement of the accountability regime but seeks discussion and changes to the regime with TCC. Please refer to our notes under Accountability on this matter.
- 3.3 As part of the accountability regime, and to align with the LTP process, Mainstreet Tauranga supports TCC's provision of a three-yearly letter of expectation to Mainstreets as a mechanism for ensuring strategic alignment of direction between the mainstreet organisations and TCC. However, we request to understand the strategic framework of this letter of expectation and to work in collaborative consultation on the nature and development of this letter, given we are not a CCO. Please refer our comments under 'Strategic Alignment' 29. below.
- 3.4 Again we support this recommendation for alignment, assuming our concerns are addressed under the Accountability regime but without removal of Mainstreet's rights under current documentation.
- 3.5 Mainstreet Tauranga welcome this recommendation, to ensure value and accountability to members across all Mainstreets is upheld with oversight by TCC. As raised during the interview process and during the presentation of our 6-monthly report to the Commission, there is a danger for Mainstreet Tauranga in a 'one brush fits all' approach to the mainstreets as the issues that face the CBD are more challenging than those faced by the other mainstreets, and the level of governance demonstrated by Mainstreet Tauranga is already at a high level.
- 3.6 Please refer 'Arrangement of Responsibility within Tauranga City Council' 4.3. below

### The role of the Mainstreet organisations

13. The review states *"The programme is varied and vibrant and I have no reason to doubt that it is successful in achieving its objective."*

**In response** - Mainstreet Tauranga appreciates the writer's acknowledgement of the greater scale that we operate on compared to the other mainstreets and the acknowledgement of our work and success in achieving our objectives.

### Measuring the success of the programme

24. The review states *"There is little doubt that well run mainstreet programmes make a worthwhile contribution to the vibrancy of the city and town centres and add value to the community generally. They bring people to the town centres through events and promotions; ..." and ... Informal measures include things such as the estimated number of people attending events, surveys of retailers to determine if customer foot traffic or turnover was improved by*

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[www.downtowntauranga.co.nz](http://www.downtowntauranga.co.nz)



*events and promotions etc. Although informal, these indicators are still useful provided they are objective.*

**In response** - Mainstreet Tauranga recommends further discussion around how Mainstreets are measured moving forward, especially in relation to events and promotions and specifically in response to the new COVID environment we operate in globally. Mainstreet Tauranga believes a new framework and critical lens should be considered for measuring the success of Mainstreet programmes, specific to events and initiatives. We have no control of ever changing COVID social distancing measures and no crystal ball to predict what the future will look like. As a consequence, Mainstreets are adapting and delivering differently. Events and promotions will absolutely continue to be a key part of Mainstreet Tauranga's strategic and delivery framework, however these will likely continue to look different in their delivery and what the 'audience' looks like. It is therefore critical to collaboratively consider a more relevant measuring of outcomes so that this framework is fit-for-purpose.

At the end of the day, measurement of success will continue to be anecdotal until hard data can be produced. For several years mainstreet Tauranga has advocated for Council to install multiple foot traffic counters and despite several promises these have not been forthcoming. These would provide valuable hard data, not only for the success of events and general circulation within the CBD but also for the Council's Licence to Occupy review purposes. This similarly applies to the promoted usage of car park domes to measure usage and availability.

26. The writer suggests that perhaps the most meaningful measure of success available to Council is the opinion of those paying the targeted rates and goes on to recommend that *Periodic surveys of the opinion of these people would be valuable.*

**In response** - Mainstreet Tauranga has and always will advocate on behalf of our members and consistently seek their feedback and support the premise of the writer's recommendation. However, we specifically request that if Council deem a survey of our members is necessary, any such survey of our members should be co-created with initial development by Mainstreet and co-editing with TCC. This ensures that Mainstreet Tauranga is able to ensure an accurate and balanced representation of our strategic vision and delivery. We also request that this survey is then dispatched by Mainstreet for our members to respond. As Mainstreet Tauranga is not a CCO, the lead for any such survey should be from us.

#### **Strategic alignment**

29. In relation to the City Centre Strategy the review states "... the strategy is now 9 years old, and its relevance and currency suffers from this. It is currently undergoing review which is expected to be completed around the end of this year. The staff involved in developing the new strategy indicate that the likely role of TM will continue to be as a key stakeholder and that it is possible that specific actions will again be assigned to it in action plans to implement the strategy."

**In response** - Mainstreet Tauranga is not a CCO whereas 'being assigned' to specific actions implies otherwise. Mainstreet Tauranga board and management are not aware of the progress or components of the new strategy being developed and, as a 'key stakeholder' would respectfully request some collaboration in this development. As the organisation that represents all property owners, businesses and residents in the city centre we have much to bring to the table and seek engagement as Council develops the strategy, not merely assignment of jobs once the strategy is complete. Resourcing for additional assigned actions



that likely fall out of the strategy will need to be a carefully planned approach by Mainstreet Tauranga and integration into the development of the strategy will not only assist with this but also with more authentically development the 'key stakeholder' partnership.

One of our key issues raised during the review process was that whilst Mainstreet Tauranga is a key stakeholder, a partnership approach at both the strategic and delivery levels will provide a better outcome for the city centre. Whilst the proposal for a 3-yearly letter of expectation fits nicely within the LTP framework and will presumably cover broad deliverables, at the end of the day, Mainstreet Tauranga needs to meet and collaborate with the Council events team at the start of each year as part of the process to ensure that the Mainstreet Tauranga and the Council events Business Plans are aligned and will deliver the best outcome for the city centre. We do not want a continuation of a silo approach, where collaboration only takes place informally.

#### Accountability

31. Mainstreet Tauranga fully supports that the mainstreets should be accountable and that is a key governance approach by the Board.
32. The existing annual structure of accountability is correct and should be enforced. There are some minor timing issues that need to be dealt with regard to practicality, that don't need to be addressed here.
34. Alongside the recommended Accountability element of the submission of an annual business plan by mainstreet organisations, the review states *"This will enable TCC to make a 'value for money' when it considers the request for funding."*

**In response** - This is of particular concern to Mainstreet Tauranga and requires further discussion and clarification. This recommendation leaves all Mainstreets exposed to potentially subjective decision making by TCC, as there are no agreed parameters for assessing 'value for money' and likely these would be contestable anyway, given the subjective nature of such a perspective. Ultimately it implies that if TCC does not 'see the value' they could deny the funding. As a member organization and not a CCO, Mainstreet Tauranga sees this wording as outside of TCC's scope and, as stated, too subjective. We request that this be rephrased as *"This will enable TCC to understand the strategic intent and deliverables planned by the Mainstreet organisations to ensure they align with TCC's strategic plan."*

As noted at 'Recommendations' 3.4. above – 'Again we support this recommendation for alignment, assuming our concerns are addressed under the Accountability regime but without removal of Mainstreet's rights under current documentation.'

Please also refer our comments under 'Strategic Alignment' 29.1 above.

#### Mainstreet models

36. Refers 'Successful mainstreet programmes seem to have the following common characteristics.
  - 'There is strong collaboration between the mainstreet organisations and the local council'

As noted above, this strong collaboration between the Council and Mainstreet Tauranga currently does not exist, and we strongly advocate for that to be changed

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via alignment at both the strategic and operational levels – together more will be achieved.

39. The review states “My view is that neither the in-house model nor the outsourced oversight model is likely to produce better outcomes than the current business community led approach that is in place with direct oversight by TCC. It is this involvement of the local business community that is at the heart of the success of mainstreet programmes as the business community is genuinely invested in achieving successful local outcomes and is likely to have better knowledge of many of the business drivers of that than does TCC.”

**In response** – Mainstreet Tauranga appreciates the acknowledgment of the vital and unique role that Mainstreet Tauranga performs. We assume from this comment and the balance of the review that there is overarching support from TCC for the role that we perform, and the report deals more with developing and enhancing the collaborative framework.

#### **Arrangement of responsibility within Tauranga City Council**

- 4.3 The review recommends the Community Partnerships Division of the Community Services Group as the most appropriate organizational location for the mainstreets function.

**In response** – Mainstreet Tauranga is concerned that the recommended main point of contact via the CCO specialist (we are not a CCO and do not wish to sit within the same structure) may be a step backwards from more meaningful engagement, particularly on day-to-day operational matters, than presently. This feels more like an administrative role, rather than one focused on delivery. This may only serve to create inertia and hamper our ability to continue to operate in a nimble, collaborative, and effective manner.

Mainstreet Tauranga’s focus is on the delivery of exceptional outcomes for the city centre and the only way to achieve that is to collaborate at a strategic and operational level with the Council team that has a complementary focus (Events). We view this as being critical for Mainstreet Tauranga. The role of the Council’s appointed staff member should have a reporting function incorporated, including ensuring that accountability requirements are satisfied and reported to the appropriate Council division. manager might propose to work.

Many thanks,

*Brian*

Brian Berry  
Chairperson  
Mainstreet Tauranga Inc

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E: [brian@assetiq.co.nz](mailto:brian@assetiq.co.nz)



**From:** Kim Renshaw <[kimrenshaw@gmail.com](mailto:kimrenshaw@gmail.com)>  
**Sent:** Tuesday, October 26, 2021 2:34 PM  
**To:** Gareth Wallis <[Gareth.Wallis@tauranga.govt.nz](mailto:Gareth.Wallis@tauranga.govt.nz)>  
**Subject:** Re: Mainstreets review

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Hi Gareth: Regarding Max's review

I feel this review missed out a number of critical factors:

**Interviewing of members:**

This review focussed on interviews from those inside the organisations. This does little to review the actual or perceived value of the organisations, whether or not they have internal accountability regimes to their members they represent. Council is a third-party collector of rates from said members therefore has an obligation to ensure the organisation they're collecting on behalf of, is delivering outcomes. Someone interviewed from within an organisation may not necessarily be truthful about their own performance in an interview such as this.

**How the targeted rate is calculated:**

We know now that the TR is self-calculated without requirements for budgets or strategy plans. There should be a requirement for these organisations to prepare a robust plan and budget and spend accordingly.

**In terms of the section on MBA itself:**

Our structure isn't a manager who reports to the board. We have:

- Chairperson
- Operations manager reporting to the chair
- Destination Marketing Manager reporting to the Operations Manager
- Street maintenance worker reporting to the Operations Manager

**Accountability section:**

I think letter of expectations should be co-designed and occur in the new FY prior to the first TR being paid (in July/August). This should be annual and before any change to the TR is requested (which this year happened in September).

A business plan (we call this a destination Marketing plan) should be developed for the entire FY. It makes more sense to do this before that first TR is paid in September and be co-designed with TCC (to ensure strategic objectives aligned).

Thanks - please let me know any questions you have.

Kind Regards,

Kim Renshaw

Mount Maunganui, New Zealand  
p. +64 27 669 6955

Founder | **Beyond the Bin**  
Projects Manager - Compostable Packaging | **The Packaging Forum**



Review of the delivery of Mainstreet programmes – TCC by Max Pedersen Final Report

Our feedback from the report further to our last board meeting 19 October

**Recommendations:**

3.1 – 3.3 Agree with all

3.4 The board strongly state that any reviews of the existing agreements must include dialogue and input from the Mainstreet organisation from the very beginning – ie a round table discussion rather than a TCC staff review first and then presented to Mainstreet for review, as happened with the Max Pedersen report. An agreement should be just that, agreement from both parties.

3.5 Agree this is a must

3.6 We have requested a point of contact who is engaged with and understands fully the role of Mainstreet – we are not sure however that the Community Services Group is the best place for this to sit – again as that is the same group that the CCO's sit under and as we are not a CCO, concerned that this could be disadvantageous to our organisations.

**Current arrangements:**

6. Yes agree to review – however see our earlier notes in 3.4

**Greerton Village Community Assn.:**

10. We would prefer to change wording from “*bulk advertising*” to marketing the centre”

11. Require clarification that “*a position within TCC that had meaningful responsibility etc*”, covers the collective Mainstreet organisation

**Measuring the success of the programmes:**

26. Agree that our Stakeholders/Members/Business owners are periodically surveyed and that should be lead by each individual Mainstreet who already have a relationship with these Stakeholders – not lead by TCC as again, we are not a CCO

**Strategic alignment:**

29. Unsure of some of the wording in this paragraph around “assigned specific actions”. Again, we would seek to have input and clarification around this

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**Accountability:**

32. The date needs to be changed to October 31<sup>st</sup> as September is not acceptable – we are at the mercy of our accountant and auditor and are right now just signing off this years (actually on 22 October 2021) and therefore request that be changed to 31 October which will be achievable.

33. Not acceptable for any of the Mainstreet to not provide audited reports by agreed date

34. Agree to scheduled meetings between TCC and Mainstreet. Unsure how TCC will determine “value for money” as would have thought our members would be the best judge of that and also would ask how TCC would go about that process – needs clarification and input from Mainstreet

**Mainstreet models**

36. 2 Whilst we are requested to advise “Our vision” in our half yearly reporting – we actually have no idea what the TCC vision is for Greerton and would happily collaborate to understand that

37. We strongly agree with the report that requesting Priority One to oversee the Mainstreet programmes would be unworkable and unacceptable

**Arrangement of responsibility within TCC:**

41. In our view this is not working well as no real engagement or understanding from that position holder, who in fairness as stated the role is not part of the job description

43/44. We have many concerns over the continued reporting aligning us in some way with CCO's and that is most definitely not how we see ourselves or our role and again question if this is the correct recommendation.

We also request clarification of how this aligns with  
[Caroline Lim](#) | Strategic Community Relations Advisor

Who has met with us recently regarding her role as the contact in TCC's “placed based model” which includes Greerton in her brief?

Thank you  
Sue Blomquist Chair on behalf of the board  
And Sally Benning GVCA Manager

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**From:** Gareth Wallis  
**Sent:** Thursday, October 28, 2021 10:14 AM  
**Subject:** RE: Mainstreets

Summarised version of feedback from Papamoa Unlimited, which was provided verbally:

- Bespoke model needed – one size does not fit all
- Comparing Papamoa to Tauranga or Greerton not fair
- Papamoa measure everything they do
- They deliver 3-4 events per year and if they're not delivering on expectations, they get dropped
- All other mainstreets are vastly different to Papamoa – only similarity is retailers
- Feels like TCC are just box ticking with Papamoa – they get no feedback from us, ever
- Current auditing/reporting is an exercise in futility

**11.4 Reclassification of land parcel within Golf Road reserve - Mount Playcentre****File Number: A13030708****Author: Ross Hudson, Team Leader: Planning****Authoriser: Gareth Wallis, General Manager: Community Services****PURPOSE OF THE REPORT**

1. To seek approval, in principle, to change the classification of part of Golf Road Reserve, and to authorise public notification of the proposed re-classification, pursuant to the Reserves Act 1977.

**RECOMMENDATIONS**

That the Council:

- (a) Approves, in principle, the re-classification of a portion of Golf Road Reserve, up to 800m<sup>2</sup>, identified indicatively in the plan attached at Figure 2 of this report, from recreation reserve to local purpose (community building) reserve, pursuant to section 24 of the Reserves Act 1977; and
- (b) Authorises public notification and public consultation of the proposed re-classification, pursuant to section 24 of the Reserves Act 1977.

**EXECUTIVE SUMMARY**

2. Council has a long standing action to relocate Mount Maunganui Playcentre (the Playcentre) from Blake Park, given the significant pressure on this site from sports users. Several alternative sites have been identified over the last 5-10 years.
3. The Omanu Bowls Club disbanded in 2020, freeing up land within the Golf Road Reserve. Council has worked with the Playcentre to assess the viability of this site from a Council and Playcentre perspective, with the outcome being that in principle, this is a suitable location for the Playcentre.
4. To progress the use of this land for the Playcentre, Council needs to reclassify a portion of the reserve from recreation reserve to local purpose (community buildings) reserve. The balance of the site will remain as recreation reserve.

**BACKGROUND****Mount Maunganui Playcentre**

5. The Playcentre is located on Blake Park, a strategic active reserve with multiple sport and recreation user groups. Blake Park is under significant and growing pressure from sports users as the city grows.
6. Relocation of the Playcentre from Blake Park has been a long held strategic goal for Council. It is supported by the Tauranga Reserves Management Plan, which requires *"the current Playcentre lease will expire in 2019 and will not be renewed. Before the lease expiry in 2019 Council will work with the Playcentre to investigate new sites and will assist in the relocation of the Playcentre to a suitable location"*.
7. Council has been working with the Playcentre for many years to identify an alternative location. A site at Tatua Reserve was agreed in the Tauranga Reserves Management Plan. However, a subsequent opportunity was identified in 2020 when the Omanu Bowls Club, who occupied a large area of the Golf Road Reserve, disbanded.

8. In the 2021-2031 Long Term Plan, Council resolved to investigate the viability of the Playcentre relocating to Golf Road Reserve, and brought forward funding of \$144,310 to contribute to relocation costs.

### Golf Road Reserve

9. Golf Road Reserve is located at 62 to 64 Golf Road, Mount Maunganui.
10. It is approximately 8,240m<sup>2</sup> and is classified as recreation reserve under the Reserves Act 1977 (The Act). It is zoned Active Open Space in the Tauranga City Plan and categorised as an Active Reserve in the Tauranga Reserves Management Plan.
11. The primary purpose of recreation reserves is for “the recreation and sporting activities, and the physical welfare and enjoyment of the public”.
12. The Active Open Space Zone applies to the City’s parks and reserves that are primarily used for organised sport and events, but are also used for passive purposes.
13. The Tauranga Reserves Management Plan identifies the key management outcomes for Active Reserves are priority for organised sports or events, where the community can take part in and watch sports. The management statement for Golf Road Reserve is to “*consider using part of the site for buildings for community organisations, including storage.*”
14. Other users of the site are Mount Maunganui Bridge Club, who are temporarily occupying the old bowling club building whilst their new facility is being built. The new facility will be jointly occupied with Surf Lifesaving NZ. This new build will occupy approximately 1,000m<sup>2</sup> of the site and is located on the Gold Road frontage.
15. Both user groups are consistent with the recreation reserve classification (which can also include more passive recreational activities). The reserve is bordered to the north east and south west by residential properties, to the east, south and west by the Mount Maunganui Golf course, and has a road frontage to Golf Road.



Figure 1: Golf Road Reserve – outlined in yellow

### The proposal

16. The proposal is to lease an area of approximately 800m<sup>2</sup> to the Playcentre, and allow them to construct a new building and operate a playcentre at the reserve.



17. The proposed location for the leased area is shown on the plan below, shaded blue.
18. The Playcentre agrees that the Golf Road site is suitable for their needs and are keen to progress this. The proposal is consistent with the Tauranga Reserves Management Plan requirements for potential use of this reserve. The Playcentre have funding to enable them to proceed with development of a new facility and the identification of a suitable site for their relocation has been ongoing for many years, therefore, it is recommended that the reclassification process commences as soon as possible.
19. Further discussions are underway regarding the potential use of the balance of the site (on the Mount Golf Course end), in accordance with the existing recreation reserve classification and City Plan zoning.



Figure 2: Indicative location of Playcentre leased area

## ISSUES

20. In order to facilitate the re-location of the Playcentre to Golf Road Reserve, Council will need to re-classify the part of the recreation reserve proposed to be leased to the Playcentre to local purpose reserve (community building) reserve. This is because a playcentre is not consistent with the purpose of a recreation reserve under the Act.
21. Steps required to be undertaken by Council include a survey of the reserve to prepare a Survey Office Plan for the area proposed to be re-classified, notification of the proposed re-classification to the Department of Conservation, public notification, engagement with mana whenua, receipt of submissions and objections, consideration of mana whenua feedback, consideration of objections, and a Council resolution to confirm re-classification or not.
22. Council has authority to apply final discretion on whether the reserve is re-classified in accordance with the 2013 Instrument of Delegation for Territorial Authorities by the Minister of Conservation.



**STRATEGIC / POLICY/ STATUTORY CONTEXT**

23. Relocation of the Playcentre to Golf Road Reserve is consistent with:
- (i) Council's broader strategic outcomes of having a well-planned city with a variety of community amenities, where people of all ages and backgrounds are included, feel safe, connected and healthy.
  - (ii) Council's Community, Private and Commercial Use of Council-Administered Land, which specifically provides for the relocation of the Playcentre to Council land.
  - (iii) The Tauranga Reserves Management Plan. The proposal has been assessed against this plan and it is considered that the Playcentre can successfully occupy part of the site to meet its requirements, without adversely affecting the use of the rest of the site.
  - (iv) The Tauranga City Plan, which provides for community buildings on Active Open Space zoned sites as permitted activities, subject to a number of permitted activity conditions. Should the proposed development not meet the permitted activity conditions, a resource consent will be required.
24. Relocation to this site is not consistent with the Reserves Act, unless part of the site is re-classified to local purpose (community buildings) reserve.

**OPTIONS**

25. **Option 1** – do not approve, in principle, the re-classification of part of Golf Road Reserve and do not authorise public notification or consultation. This option retains the status quo.

Advantages	Disadvantages
Nil	Does not facilitate re-location of the Playcentre from Blake Park.
	Does not assist Blake Park to meet the increasing demands from sports users.

**Risks:** The Playcentre loses funding from third parties that is conditional upon them securing a site and beginning construction this financial year.

**Financial implications:** Nil

26. **Option 2** – approve, in principle, the re-classification of Golf Road Reserve and authorise public notification and consultation.

Advantages	Disadvantages
Facilitates the re-location of the Playcentre from Blake Park.	Nil
Assists Blake Park to meet the increasing demands from sports users.	

**Risks:** Nil – this is an “in principle” decision and can be reversed upon the receipt of, and consideration of, objections and mana whenua feedback.

**Financial implications:** Staff time and operational budgets to undertake the re-classification process.

**LEGAL IMPLICATIONS / RISKS**

27. There are no identified legal implications or risks to Council in making this decision at this stage. As this is an “in principle” decision, it is able to be reversed upon the receipt of, and consideration of, objections and mana whenua feedback.

## **SIGNIFICANCE**

28. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
29. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) The current and future social, economic, environmental, or cultural well-being of the district or region.
  - (b) Any persons who are likely to be particularly affected by, or interested in, the proposal.
  - (c) The capacity of the local authority to perform its role, and the financial and other costs of doing so.
30. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that this decision is of low significance.

## **ENGAGEMENT AND CONSULTATION**

31. The Reserves Act prescribes the engagement/consultation that is required when considering re-classification of a recreation reserve:
  - (i) Engagement with tangata whenua/mana whenua on the proposed re-classification and potential use of the land.
  - (ii) Consultation with DOC and notification of the reasons why the re-classification is required.
  - (iii) Public consultation on the re-classification, which will include advertising/information through print and online media, and the ability for people to provide feedback to Council within a specified period.
32. All feedback will be reported on and considered through a deliberations report to Council.

## **NEXT STEPS**

33. Should Council resolve, in principle, to re-classify part of Golf Road Reserve, staff will initiate the site survey, consultation and engagement processes and will present feedback, including objections, as part of the deliberations report.
34. Council will then confirm (or not confirm) the re-classification.

## **ATTACHMENTS**

**Nil**

**11.5 Meetings schedule January-September 2022****File Number: A12993677****Author: Coral Hair, Manager: Democracy Services****Authoriser: Susan Jamieson, General Manager: People & Engagement****PURPOSE OF THE REPORT**

1. This report recommends the adoption of a meetings schedule for the period January-September 2022.

**RECOMMENDATIONS**

That the Council:

- (a) Receives the report "Meetings schedule January-September 2022".
- (b) Adopts Attachment 1 as the meetings schedule for the period January to September 2022.

**BACKGROUND**

2. The Council may adopt a schedule of meetings to cover any future period the Council considers appropriate. It is recommended that the Council adopts a meetings schedule for the period January to September 2022, as included in Attachment 1, as this coincides with the term of the Commission.
3. An election is scheduled to be held on 8 October 2022 and the incoming Council will adopt a governance structure, which will determine the meetings cycle. A tentative Inaugural Council meeting date has been included but this is a placeholder only.
4. The schedule sets out a three-weekly Council meeting cycle, with the Strategy, Finance and Risk Committee meetings to be held six-weekly and the other two committees and advisory groups held every two or three months.
5. The Council co-ordinates the joint committee meeting dates with the Bay of Plenty Regional Council, the Western Bay of Plenty District Council and Smartgrowth. For example, Tauranga City Council meetings are held on a Monday, Smartgrowth on a Wednesday and joint committees on a Friday.
6. The Local Government New Zealand Conference, Zone 2 and Metro meeting dates are included in the schedule where these are known at the time of writing the report and will be added in once dates are confirmed.
7. The following table sets out the Annual Plan meeting dates in 2022.

Date	Meeting
21 March 2022	Council: Adopt Annual Plan for public consultation
9- 12 May 2022	Council – Hearing of submissions
23-24 May 2022 and 26 May if required	Council – deliberations on submissions
27 June 2022	Council - Adopt Annual Plan

8. There are two breaks in the year, a two-week period from 19 to 29 April 2022 and a one week period from 11-15 July 2022 where no meetings are scheduled.
9. With the upcoming demolition of the Willow Street administration building in 2022, the Council and Strategy, Finance and Risk Committee meetings will be held at the Bay of Plenty Regional Council Chambers in Elizabeth Street from 2022 where these meetings fall on a Monday, and meetings held on other days of the week, and other committees and advisory groups, will be held in the ground floor meeting room at the Tauranga City Council office on the corner of Cameron Road and Third Ave.
10. Alternate meetings will be held at marae for the Tangata Whenua/Tauranga City Council Committee, the Waiāri Kaitiaki Advisory Group and the Wastewater Management Review Committee.
11. Public notices and any advertising of meetings will highlight the venues.

### STRATEGIC / STATUTORY CONTEXT

12. Clause 19(6) of Schedule 7 of the Local Government Act 2002 provides for the Council to adopt a meetings schedule to cover any future period.

### OPTIONS ANALYSIS

#### **Option 1 – Adopt the meetings schedule for 2022 (preferred option)**

13. The Council has the option of adopting a meetings schedule for the period January-September 2022.
14. This option enables the Commissioners, staff and the public to know when meetings are scheduled for the year ahead.
15. The Council has previously adopted a year's meetings schedule and this decision would be consistent with this practice. For these reasons this option is preferred.

#### **Option 2 – Adopt a meetings schedule for a different time period**

16. The Council has the option of adopting a meetings schedule for a different time period; for example, three or six months.
17. This option would still provide for certainty; however, a reduced timeframe can potentially make it more difficult to schedule meetings later in the year. For these reasons this option is not preferred.

### FINANCIAL CONSIDERATIONS

18. There are no financial considerations to adopting a meetings schedule.

### LEGAL IMPLICATIONS / RISKS

19. The legislation provides for the adoption of a schedule of meetings.

### SIGNIFICANCE

20. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
21. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the decision.

- (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
- 22. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

### ENGAGEMENT

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

Click here to view the [TCC Significance and Engagement Policy](#)

### NEXT STEPS

- 24. Meetings schedule to be available on the Council's website.
- 25. Calendar requests sent out.

### ATTACHMENTS

- 1. **Meetings Schedule January - September 2022 - A12563361** [↓](#)

Draft 2022 Meeting Schedule

	January	February	March	April	May	June	July	August	September	October	November	December	
Mon								1 Strategy, Finance & Risk – 10.30am-3pm					Mon
Tue		1	1					2			1		Tue
Wed		2	2			1 Ngā Poutiriao o Mauao - 9.30am-12pm		3 Ngā Poutiriao o Mauao 9.30am-12pm			2		Wed
Thu		3	3			2		4	1 UNISA – Mayor & Chairs		3	1	Thu
Fri		4	4	1 UNISA – Mayor & Chairs		3 UNISA – CE	2	5	2		4	2	Fri
Sat	1 New Year's	5	5	2		4	2	6	3	1	5	3	Sat
Sun	2 New Year's	6 Waitangi Day	6	3	1	5	3	7	4	2	6	4	Sun
Mon	3 New Year's Day observed	7 Waitangi Day observed	7	4	2 Council – 10.30am-4pm	6 Queen's Birthday	4 Council – 10.30am-4pm	8	5 Council – 10.30am-4pm	3	7	5	Mon
Tue	4	8 Council – 10.30am-4pm	8	5	3	7	5	9	6	4	8	6	Tue
Wed	5	9 Ngā Poutiriao o Mauao - 9.30am-12pm	9 Waiari Kaitiaki AG – 9.30 am-12pm	6 Ngā Poutiriao o Mauao - 9.30am-12pm	4	8	6	10 Waiari Kaitiaki AG – 9.30 am-12pm	7	5	9	7	Wed
Thu	6	10	10	7	5	9	7	11	8	6	10	8	Thu
Fri	7	11 Te Maru o Kaituna TBC	11 Mayoral Forum	8 Tauranga Moana AG TBC	6	10 CDEMG TBC	8	12 Regional Transport TBC	9	7	11	9	Fri
Sat	8	12	12	9	7	11	9	13	10	8 Election Day	12	10	Sat
Sun	9	13	13	10	8	12	10	14	11	9	13	11	Sun
Mon	10	14 Strategy, Finance & Risk – 10.30am-3pm	14	11 Council – 10.30am-4pm	9 Council – Annual Plan Hearings 9am-4pm	13 Council – 10.30am-4pm	11 NO MEETINGS	15 Council – 10.30am-4pm	12 Strategy, Finance & Risk – 10.30am-3pm	10	14	12	Mon
Tue	11	15	15	12	10 Council – Annual Plan Hearings 9am-4pm	14	12 NO MEETINGS	16	13	11	15	13	Tue
Wed	12	16 Tangata Whenua / TCC (Formal) – 9.30am-12pm	16	13 Tangata Whenua / TCC (Informal) – 9.30am-12pm	11 Council – Annual Plan Hearings 9am-4pm	15	13 NO MEETINGS	17	14	12	16	14	Wed
Thu	13	17	17 Public Transport TBC	14	12 Council – Annual Plan Hearings 9am-4pm (if required)	16	14 NO MEETINGS	18	15	13	17	15	Thu
Fri	14	18 Regional Transport TBC	18 CDEMG TBC	15 Easter Friday	13 Regional Transport TBC	17 Tauranga Moana AG TBC	15 NO MEETINGS	19 Te Maru o Kaituna TBC	16 Tauranga Moana AG TBC	14	18	16	Fri
Sat	15	19	19	16	14	18	16	20	17	15	19	17	Sat
Sun	16	20	20	17	15	19	17	21	18	16	20	18	Sun
Mon	17	21	21 Council – 10.30am-4pm (includes adoption of AP)	18 Easter Monday	16 Strategy, Finance & Risk – 10.30am-3pm	20 Strategy, Finance & Risk – 10.30am-3pm	18	22	19	17	21	19	Mon
Tue	18	22	22	19 No Meetings	17	21	19	23	20	18	22	20	Tue
Wed	19	23 Wastewater Mgt Review – 1-5pm	23	20 No Meetings	18 Waiari Kaitiaki AG – 9.30am-12pm	22	20	24 Tangata Whenua / TCC (Informal) – 9.30am-12pm	21	19	23	21	Wed
Thu	20	24	24	21 No Meetings	19	23	21 LGNZ Conference	25	22 Public Transport TBC	20	24	22	Thu
Fri	21	25	25	22 No Meetings	20 Te Maru o Kaituna TBC	24 Matariki	22 LGNZ Conference	26	23 CDEMG TBC	21	25	23	Fri
Sat	22	26	26	23	21	25	23 LGNZ AGM	27	24	22	26	24	Sat
Sun	23	27	27	24	22	26	24	28	25	23	27	25 Christmas Day	Sun
Mon	24	28 Council – 10.30am-4pm	28 Strategy, Finance & Risk – 10.30am-3pm	25 Anzac Day	23 Council – 10.30am-4pm	27 Council (adopt annual plan) 10.30am-1pm	25 Council – 10.30am-4pm	29	26 Council – 10.30am-4pm	24 Labour Day	28	26 Boxing Day	Mon
Tue	25		29	26 No Meetings	24 Council – Annual Plan Deliberations 9am-4pm	28	26	30	27	25	29	27 Christmas Day observed	Tue
Wed	26		30	27 No Meetings	25 Council – Annual Plan Deliberations 9am-12pm Wastewater Mgt Review – 1-5pm	29 Tangata Whenua / TCC (Formal) – 9.30am-12pm	27	31 Wastewater Mgt Review – 1-5pm	28	26	30	28	Wed
Thu	27		31	28 No Meetings	26 Council – Annual Plan Deliberations 9am-4pm	30 Public Transport TBC	28		29	27 Council – Inaugural mtg	29	29	Thu
Fri	28			29 No Meetings	27		29		30	28 UNISA – Mayor & Chairs	30	30	Fri
Sat	29			30	28		30		29	29	31	31	Sat
Sun	30				29		31			30			Sun
Mon	31 Anniversary Day				30					31			Mon
Tue					31								Tue
	January	February	March	April	May	June	July	August	September	October	November	December	

Yet to be scheduled: Zone 2 / SmartGrowth

**11.6 Submission on the Ministry for the Environment's Emissions Reduction Plan****File Number: A13010561****Author: Rebecca Maiden, Senior Sustainability and Climate Change Specialist  
Jeremy Boase, Manager: Strategy and Corporate Planning****Authoriser: Christine Jones, General Manager: Strategy & Growth****PURPOSE OF THE REPORT**

1. To consider Council's submission to the Ministry for the Environment's (Manatu Mo Te Taiao) draft emissions reduction plan 'Te hau marohi ki anamata, Transitioning to a low-emissions and climate resilient future' (referred to as the 'document' within this report).
- 

**RECOMMENDATIONS**

That the Council:

- (a) Endorses the key areas of focus for council's submission to the Ministry for the Environment 'Te hau marohi ki anamata, Transitioning to a low-emissions and climate resilient future', incorporating amendments agreed at this meeting.
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## BACKGROUND

### *Aotearoa New Zealand's Climate Change Response and Current Consultation*

2. Climate change is the greatest challenge of our time, but it is also an opportunity to create a low emission, climate resilient, and better Aotearoa for all New Zealanders.
3. The Government commitment to realise this future means reducing Aotearoa's greenhouse gas emissions to limit the global average temperature rise to 1.5 degrees Celsius above pre-industrial levels. These targets require:
  - (a) all greenhouse gases, other than biogenic methane, to reach net zero by 2050
  - (b) emissions of biogenic methane to reduce to at least 10 per cent below 2017 levels by 2030, and to at least 24-47 percent below 2017 levels by 2050.
4. To help meet the targets and manage the impacts, the Climate Change Response Act 2002 (CCRA) establishes a system of emissions budgets<sup>1</sup> and emissions reduction plans<sup>2</sup>.
5. The Ministry for the Environment (MfE) has prepared Aotearoa's first emissions reduction plan (Te hau marohi ki anamata, Transitioning to a low-emissions and climate resilient future), referred to as the 'document' within this report. MfE intends to publish a final emissions reduction plan by 31 May 2022.
6. Further details on the Government's Zero Carbon Framework, decisions on the emissions budgets, preliminary emissions reduction estimates of policies proposed in the emissions reduction plan (transport, energy and industrial process sectors), and managing risks and uncertainty, are detailed on pages 9-12 of the document.
7. The Government has identified that '...strong commitment and drive from business and community leaders, in particular iwi, hapū, and local government leaders, is critical to Aotearoa's success in meeting the challenge of climate change'.

### *Consultation on the Draft Emissions Reduction Plan*

8. The document ([Emissions-reduction-plan-discussion-document.pdf \(environment.govt.nz\)](https://www.environment.govt.nz/emissions-reduction-plan-discussion-document.pdf)) sets the direction for climate action for the next 15 years, and the pathway to meeting Aotearoa New Zealand's 2050 net-zero greenhouse gas emissions and biogenic methane targets by implementing new policies and strategies. It poses a set of questions that it is seeking submissions in response (Attachment 1<sup>3</sup>).
9. It is intended that the final emissions reduction plan will pull together the collective effort of every part of Aotearoa New Zealand. It will set out future policy and regulatory change, but also the action that can be taken by every business, every town and city, and every community.
10. The Government's consultation document clearly articulates they want to hear how we will play a part in the transition to a low carbon economy, however not all policies and strategies proposed are relevant to the local government response to climate change. The new policies and strategies identified in the document which are pertinent to Tauranga, and to Council's evolving role climate change mitigation and adaptation, include:
  - pathway to net zero emissions
  - alignment of the transition with other policies
  - working with Tiriti partners

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<sup>1</sup> Emissions budgets set a limit on the amount of greenhouse gas emissions allowed across a five-year period (or in the case of the first budget, a four-year period). The budgets must put Aotearoa on a path to meeting the targets. The reductions required must also be technologically achievable, economically viable and socially acceptable.

<sup>2</sup> Emissions reduction plans set out the policies and strategies for achieving the emissions budgets.

<sup>3</sup> Note that questions we do not intend to respond to have been struck-out. These are areas that council has no control/influence over.

- working with local government
  - principles for the transition
  - equitable transition
  - aligning systems and tools
  - planning
  - research, science and innovation
  - behaviour change
  - circular and bioeconomy
  - transport
  - building and construction
  - waste
11. The document covers a complex range of responses to climate change. Our response will focus on the issues of most relevance to Tauranga, and to the council, and provides specific comment only on selected questions and recommendations. We also make a general endorsement of the draft Bay of Plenty Regional Council, Local Government New Zealand (LGNZ), and Taituara submissions as the basis of some of our responses.
12. We propose being supportive of the document's recommendations and its overall philosophy.
13. It is worth noting that while this is labelled an 'emissions reduction plan', the document is really a placeholder for all of the components of the final emissions reduction plan that will incorporate the details of the '...collective effort required by every business, every town and city, and every community in New Zealand'. What is not explicitly clear is what the role of local government will be, how local government will be resourced/funded to meet the expectations of the role, and how the Government will ensure that its other directions to local government, for example, in its requirements for growth via the National Policy Statement for Urban Development, will merge and compliment to achieve '...a low carbon Aotearoa New Zealand that will be a catalyst for job creation, innovation, and prosperity'.
14. We also propose that Government needs to give early consideration to the 'future state' that it envisages once its Waters, Local Government and Planning System reform processes are concluded, or it risks creating further unnecessary complexities of geographic boundary, governance and funding.
15. Attachment 2 provides a draft response for each of the themes identified in paragraph 10 based on the discussion within the document. At the time of writing, we are still collating internal feedback from subject matter experts which may add to or clarify the comments already made.

## STRATEGIC / STATUTORY CONTEXT

16. The recommendations made in the draft emissions reduction plan will be considered by Government and may influence its reform agenda as it pertains to local government. In particular, it may influence the Local Government Reform agenda itself, reform of the Resource Management Act and Three Waters Reform. It will also likely influence future transport policy.

## FINANCIAL CONSIDERATIONS

17. There are no financial considerations in making this submission. The ultimate costs of council's role in emissions reduction is currently unknown.

## LEGAL IMPLICATIONS / RISKS

18. There are no legal implications.

## CONSULTATION / ENGAGEMENT

19. No consultation is considered necessary.

## SIGNIFICANCE

20. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
21. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
- (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the issue.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
22. In accordance with Council's Significance and Engagement Policy, it is considered that the decision to make a submission is of low significance.

## ENGAGEMENT

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

## NEXT STEPS

24. The draft submission will be finalised, and approved by the Chief Executive, in line with amendments made at this meeting, and submitted to Manatu Mo Te Taiao by 24 November 2021.

## ATTACHMENTS

1. **ERP - NZ Emissions Reduction Plan Consultation Questions - A13026776** [↓](#)
2. **DRAFT Response to Emissions Reduction Plan Consultation - A13026510** [↓](#)



# Have your say and shape the emissions reduction plan

Full list of questions

## Making a submission

There are two ways you can make a submission:

- via Citizen Space, our consultation hub, at <https://consult.environment.govt.nz/climate/emissions-reduction-plan>
- write your own submission, and provide it as an uploaded file in Citizen Space.

## Meeting the net-zero challenge

### Transition pathway

1. Do you agree that the emissions reduction plan should be guided by a set of principles? If so, are the five principles set out above, the correct ones? Please explain why or why not.
2. How can we enable further private sector action to reduce emissions and help achieve a productive, sustainable and inclusive economy? In particular, what key barriers could we remove to support decarbonisation?
3. In addition to the actions already committed to and the proposed actions in this document, what further measures could be used to help close the gap?
4. How can the emissions reduction plan promote nature-based solutions that are good for both climate and biodiversity?
5. Are there any other views you wish to share in relation to the Transition Pathway?

### Helping sectors adapt

6. Which actions to reduce emissions can also best improve our ability to adapt to the effects of climate change?
7. Which actions to reduce emissions could increase future risks and impacts of climate change, and therefore need to be avoided?

## Working with our Tiriti partners

8. The Climate Change Commission has recommended that the Government and iwi/Māori partner on a series of national plans and strategies to decarbonise our economy. Which, if any, of the strategies listed are a particular priority for your whānau, hapū or iwi and why is this?
9. What actions should a Māori-led transition strategy prioritise? What impact do you think these actions will have for Māori generally or for our emission reduction targets? What impact will these actions have for you?
10. What would help your whānau, community, Māori collective or business to participate in the development of the strategy?
11. What information would your Māori collective, community or business like to capture in an emissions profile? Could this information support emissions reductions at a whānau level?
12. Reflecting on the Commission's recommendation for a mechanism that would build strong Te Tiriti partnerships, what existing models of partnership are you aware of that have resulted in good outcomes for Māori? Why were they effective?

## Making an equitable transition

### Equitable Transitions Strategy

The Commission recommends developing an Equitable Transitions Strategy that addresses the following objectives: partnership with iwi/Māori, proactive transition planning, strengthening the responsiveness of the education system, supporting workers in transition, and minimising unequal impacts in all new policies.

13. Do you agree with the objectives for an Equitable Transitions Strategy as set out by the Climate Change Commission? What additional objectives should be included?
14. What additional measures are needed to give effect to the objectives noted by the Climate Change Commission and any other objectives that you think should be included in an Equitable Transitions Strategy?

The Commission suggests that the Equitable Transitions Strategy should be co-designed alongside iwi/Māori, local government, regional economic development agencies, businesses, workers, unions, the disability community and community groups.

15. What models and approaches should be used in developing an Equitable Transitions Strategy to ensure that it incorporates and effectively responds to the perspectives and priorities of different groups?

### Other actions

16. How can Government further support households (particularly low-income households) to reduce their emissions footprint?
17. How can Government further support workers at threat of displacement to develop new skills and find good jobs with minimal disruption?
18. What additional resources, tools and information are needed to support community transition planning?

19. How could the uptake of low-emissions business models and production methods be best encouraged?
20. Is there anything else you wish to share in relation to making an equitable transition?

## **Aligning systems and tools**

### **Government accountability and coordination**

21. In addition to the Climate Change Commission monitoring and reporting on progress, what other measures are needed to ensure government is held accountable?
22. How can new ways of working together like mission-oriented innovation help meet our ambitious goals for a fair and inclusive society and a productive, sustainable and climate-resilient economy?
23. Is there anything else you wish to share in relation to government accountability and coordination?

### **Funding and financing**

24. What are the main barriers or gaps that affect the flow of private capital into low-emissions investment in Aotearoa?
25. What constraints have Māori and Māori collectives experienced in accessing finance for climate change response activities?
26. What else should the Government prioritise in directing public and private finance into low-emissions investment and activity?
27. Is there anything else you wish to share in relation to funding and financing?

### **Emissions pricing**

28. Do you have sufficient information on future emissions price paths to inform your investment decisions?
29. What emissions price are you factoring into your investment decisions?
30. Do you agree the treatment of forestry in the New Zealand Emissions Trading Scheme (NZ ETS) should not result in a delay, or reduction of effort, in reducing gross emissions in other sectors of the economy?
31. What are your views on the options presented above to constrain forestry inside the NZ ETS? What does the Government need to consider when assessing options? What unintended consequences do we need to consider to ensure we do not unnecessarily restrict forest planting?
32. Are there any other views you wish to share in relation to emissions pricing?

## **Planning**

33. In addition to resource management reform, what changes should we prioritise to ensure our planning system enables emissions reductions across sectors? This could include partnerships, emissions impact quantification for planning decisions, improving data and evidence, expectations for crown entities, enabling local government to make decisions to reduce emissions.
34. What more do we need to do to promote urban intensification, support low-emissions land uses and concentrate intensification around public transport and walkable neighbourhoods?
35. Are there any other views you wish to share in relation to planning?

## **Research, science and innovation**

36. What are the big challenges, particularly around technology, that a mission-based approach could help solve?
37. How can the research, science and innovation system better support sectors such as energy, waste or hard-to-abate industries?
38. What opportunities are there in areas where Aotearoa has a unique global advantage in low-emissions abatement?
39. How can Aotearoa grow frontier firms to have an impact on the global green economy? Are there additional requirements needed to ensure the growth of Māori frontier firms? How can we best support and learn from mātauranga Māori in the science and innovation systems, to lower emissions?
40. What are the opportunities for innovation that could generate the greatest reduction in emissions? What emissions reduction could we expect from these innovations, and how could we quantify it?
41. Are there any other views you wish to share in relation to research, science and innovation?

## **Behaviour change**

42. What information, tools or forums would encourage you to take greater action on climate change?
43. What messages and/or sources of information would you trust to inform you on the need and benefits of reducing your individual and/or your businesses emissions?
44. Are there other views you wish to share in relation to behaviour change?

## **Moving Aotearoa to a circular economy**

45. Recognising our strengths, challenges, and opportunities, what do you think our circular economy could look like in 2030, 2040, and 2050, and what do we need to do to get there?
46. How would you define the bioeconomy and what should be in scope of a bioeconomy agenda? What opportunities do you see in the bioeconomy for Aotearoa?

47. What should a circular economy strategy for Aotearoa include? Do you agree the bioeconomy should be included within a circular economy strategy?
48. What are your views of the potential proposals we have outlined? What work could we progress or start immediately on a circular economy and/or bioeconomy before drawing up a comprehensive strategy?
49. What do you see as the main barriers to taking a circular approach, or expanding the bioeconomy in Aotearoa?
50. The Commission notes the need for cross-sector regulations and investments that would help us move to a more circular economy. Which regulations and investments should we prioritise (and why)?
51. Are there any other views you wish to share in relation to a circular economy and/or bioeconomy?

## Transitioning key sectors

### Transport

We are proposing **four new transport targets** in the emissions reduction plan, and are seeking your feedback.

52. Do you support the target to reduce vehicle kilometres travelled by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in our largest cities, and associated actions?
53. Do you support the target to make 30 per cent of the light vehicle fleet zero-emissions vehicles by 2035, and the associated actions?
54. Do you support the target to reduce emissions from freight transport by 25 per cent by 2035, and the associated actions?
55. Do you support the target to reduce the emissions intensity of transport fuel by 15 per cent by 2035, and the associated actions?
56. The Climate Change Commission has recommended setting a time limit on light vehicles with internal combustion engines entering, being manufactured, or assembled in Aotearoa as early as 2030. Do you support this change, and if so, when and how do you think it should take effect?
57. Are there any other views you wish to share in relation to transport?

### ~~Energy and industry~~

#### ~~Energy strategy~~

- ~~58. In your view, what are the key priorities, challenges and opportunities that an energy strategy must address to enable a successful and equitable transition of the energy system?~~
- ~~59. What areas require clear signalling to set a pathway for transition?~~



**Setting targets for the energy system**

60. — What level of ambition would you like to see Government adopt, as we consider the Commission's proposal for a renewable energy target?

**Phasing out fossil gas while maintaining consumer wellbeing and security of supply**

61. — What are your views on the outcomes, scope, measures to manage distributional impacts, timeframes and approach that should be considered to develop a plan for managing the phase-out of fossil gas?

**Decarbonising the industry sector**

62. — How can work under way to decarbonise the industrial sector be brought together, and how would this make it easier to meet emissions budgets and ensure an equitable transition?
63. — Are there any issues, challenges and opportunities for decarbonising the industrial sector that the Government should consider, that are not covered by existing work or the Commission's recommendations?

**Addressing current data gaps on New Zealand's energy use and associated emissions through an Energy and Emissions Reporting scheme**

64. — In your view, should the definition of a large energy user for the purposes of the proposed Energy and Emissions Reporting scheme include commercial and transport companies that meet a specified threshold?
65. — We have identified a proposed threshold of 1 kt CO<sub>2</sub>e for large stationary energy users including commercial entities. In your view, is this proposed threshold reasonable and aligned with the Government's intention to meet emissions budgets and ensure an equitable transition?
66. — In your view, what is an appropriate threshold for other large energy users such as transport companies?
67. — Are there other issues, challenges or opportunities arising from including commercial and transport companies in the definition of large energy users for the purposes of the proposed Energy and Emissions Reporting scheme that the Government should consider? Supporting evidence on fleet size and characteristics is welcomed.

**Supporting development and use of low emissions fuels**

68. — What level of support could or should Government provide for development of low-emissions fuels, including bioenergy and hydrogen resources, to support decarbonisation of industrial heat, electricity and transport?
69. — Are there any other views you wish to share in relation to energy?

**Building and construction**

70. — The Commission recommended the Government improve the energy efficiency of buildings by introducing mandatory participation in energy performance programmes for existing commercial and public buildings. What are your views on this?

71. What could the Government do to help the building and construction sector reduce emissions from other sectors, such as energy, industry, transport and waste?
72. The Building for Climate Change programme proposes capping the total emissions from buildings. The caps are anticipated to reduce demand for fossil fuels over time, while allowing flexibility and time for the possibility of low-emissions alternatives. Subsequently, the Commission recommended the Government set a date to end the expansion of fossil gas pipeline infrastructure (recommendation 20.8a). What are your views on setting a date to end new fossil gas connections in all buildings (for example, by 2025) and for eliminating fossil gas in all buildings (for example, by 2050)? How could Government best support people, communities and businesses to reduce demand for fossil fuels in buildings?
73. The Government is developing options for reducing fossil fuel use in industry, as outlined in the Energy and industry section. What are your views on the best way to address the use of fossil fuels (for example, coal, fossil gas and LPG) in boilers used for space and water heating in commercial buildings?
74. Do you believe that the Government's policies and proposed actions to reduce building-related emissions will adversely affect any particular people or groups? If so, what actions or policies could help reduce any adverse impacts?
75. How could the Government ensure the needs and aspirations of Māori and iwi are effectively recognised, understood and considered within the Building for Climate Change programme?
76. Do you support the proposed behaviour change activity focusing on two key groups: consumers and industry (including building product producers and building sector tradespeople)? What should the Government take into account when seeking to raise awareness of low-emissions buildings in these groups?
77. Are there any key areas in the building and construction sector where you think that a contestable fund could help drive low-emissions innovation and encourage, or amplify, emissions reduction opportunities? Examples could include building design, product innovation, building methodologies or other?
78. The Ministry of Business, Innovation and Employment (MBIE) is considering a range of initiatives and incentives to reduce construction waste and increase reuse, repurposing and recycling of materials. Are there any options not specified in this document that you believe should be considered?
79. What should the Government take into account in exploring how to encourage low-emissions buildings and retrofits (including reducing embodied emissions), such as through financial and other incentives?
80. What should the Government take into account in seeking to coordinate and support workforce transformation, to ensure the sector has the right workforce at the right time?
81. Our future vision for Aotearoa includes a place where all New Zealanders have a warm, dry, safe and durable home to live in. How can we ensure that all New Zealanders benefit from improved thermal performance standards for our buildings?
82. Are there any other views you wish to share on the role of the building and construction sector in the first emissions reduction plan?

## **~~Agriculture~~**

- ~~83. How could the Government better support and target farm advisory and extension services to support farmers and growers to reduce their emissions?~~

- a. ~~How could the Government support the specific needs of Māori collective land owners?~~
84. ~~What could the Government do to encourage uptake of on-farm mitigation practices, ahead of implementing a pricing mechanism for agricultural emissions?~~
85. ~~What research and development on mitigations should Government and the sector be supporting?~~
86. ~~How could the Government help industry and Māori agribusinesses show their environmental credentials for low-emissions food and fibre products to international customers?~~
87. ~~How could the Government help reduce barriers to changing land use to lower emissions farming systems and products? What tools and information would be most useful to support decision-making on land use?~~
88. ~~Are there any other views you wish to share in relation to agriculture?~~

## Waste

89. The Commission's recommended emissions reduction target for the waste sector significantly increased in its final advice. Do you support the target to reduce waste biogenic methane emissions by 40 per cent by 2035?
90. Do you support more funding for education and behaviour change initiatives to help households, communities and businesses reduce their organic waste (for example, food, cardboard, timber)?
91. What other policies would support households, communities and businesses to manage the impacts of higher waste disposal costs?
92. Would you support a proposal to ban the disposal of food, green and paper waste at landfills for all households and businesses by 1 January 2030, if there were alternative ways to recycle this waste instead?
93. Would you support a proposal to ban all organic materials going to landfills that are unsuitable for capturing methane gas?
94. Do you support a potential requirement to install landfill gas (LFG) capture systems at landfill sites that are suitable?
95. Would you support a more standardised approach to collection systems for households and businesses, which prioritises separating recyclables such as fibre (paper and cardboard) and food and garden waste?
96. Do you think transfer stations should be required to separate and recycle materials, rather than sending them to landfill?
97. Do you think that the proposals outlined in this document should also extend to farm dumps?
98. Do you have any alternative ideas on how we can manage emissions from farm dumps, and waste production on farms?
99. What other options could significantly reduce landfill waste emissions across Aotearoa?

**F-gases**

- 100. — Do you think it would be possible to phase down the bulk import of hydrofluorocarbons (HFCs) more quickly than under the existing Kigali Amendment timetable, or not?
- 101. — One proposal is to extend the import phase down to finished products containing high-global warming potential HFCs. What impact would this have on you or your business?
- 102. — What are your views on restricting the import or sale of finished products that contain high-global warming potential HFCs, where alternatives are available?
- 103. — What are your views on utilising lower global warming potential refrigerants in servicing existing equipment?
- 104. — Do you have any thoughts on alternatives to HFC refrigerants Aotearoa should utilise (eg, hydrofluoroolefins or natural refrigerants)?
- 105. — Can you suggest ways to reduce refrigerant emissions, in combination with other aspects of heating and cooling design, such as energy efficiency and building design?

**Forestry**

- 106. — Do you think we should look to forestry to provide a buffer in case other sectors of the economy under-deliver reductions, or to increase the ambition of our future international commitments?
- 107. — What do you think the Government could do to support new employment and enable employment transitions in rural communities affected by land-use change into forestry?
- 108. — What's needed to make it more economically viable to establish and maintain native forest through planting or regeneration on private land?
- 109. — What kinds of forests and forestry systems, for example long-rotation alternative exotic species, continuous canopy harvest, exotic to native transition, should the Government encourage and why?
  - a. — Do you think limits are needed, for example, on different permanent exotic forest systems, and their location or management? Why or why not?
  - b. — What policies are needed to seize the opportunities associated with forestry while managing any negative impacts?
- 110. — If we used more wood and wood residues from our forests to replace high-emitting products and energy sources, would you support more afforestation? Why or why not?
- 111. — What role do you think should be played by:
  - a. — central and local governments in influencing the location and scale of afforestation through policies such as the resource management system, ETS and investment?
  - b. — the private sector in influencing the location and scale of afforestation?

Please provide reasons for your answer.

- ~~112. Pests are a risk to carbon sequestration and storage in new, regenerating and existing forest. How could the Government support pest control/management?~~
- ~~113. From an iwi/Māori perspective, which issues and potential policies are a priority and why, and is anything critical missing?~~
- ~~114. Are there any other views you wish to share in relation to forestry?~~

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**Te Kāwanatanga o Aotearoa**  
New Zealand Government

**Appendix 1 – Key points for council's submission to the Government's draft emissions reduction plan (ERP)**

Policy and Strategy Areas	Council response
<p>Aotearoa New Zealand's pathway to net zero carbon by 2050:</p> <ul style="list-style-type: none"> <li>• Vision, Purpose, Targets</li> <li>• Empowering central and local government, iwi/Māori, communities and business</li> </ul>	<ul style="list-style-type: none"> <li>• We broadly agree that a multi-sector strategy will help us move to the 2050 target, however, we are concerned that the consultation document doesn't yet include a comprehensive range of multi-sector options for addressing the issues and opportunities.</li> <li>• Local government will play a pivotal role in the transition to zero carbon, and many of the actions to be undertaken will have implications at the local level. We are concerned that this isn't reflected in the document. There is little reference to the role that local government can and will play, and the support, tools, resources and funding it needs to contribute to emissions reduction goals.</li> <li>• To support action at the local level, the Government should partner with local government (not just collaborate).</li> <li>• The proposed vision must better reflect the need for resilient communities (given the inter-relationship between climate change mitigation and adaptation action).</li> <li>• We acknowledge the need for a range of policy tools that enable New Zealand to mitigate the effects of climate change. However, new policy needs to complement existing emissions reduction tools, i.e. the New Zealand Emissions Trading Scheme (ETS).</li> </ul>
<p>Alignment of the transition with other policies</p>	<ul style="list-style-type: none"> <li>• We are concerned it's not clear how work on the emissions reduction plan (ERP) is aligning with other work programmes, in particular the reform of the resource management system, work on the National Policy Statement for Urban Development and development of the National Adaptation Plan.</li> <li>• It's critical that there's alignment between the ERP and the proposed new National Planning Framework, which we understand could include direction around reducing emissions through land-use planning decisions.</li> <li>• We encourage the Government to think about what tools are made available to local government and communities to support integrating consideration of emissions into land use planning decisions. These tools should be designed with local government.</li> <li>• It's important that work to reduce emissions aligns with work to build communities' resilience to the impacts of climate change. Recycling of revenues from the ETS to support adaptation/resilience action is one way in which alignment could be achieved. Institutional arrangements could help to ensure that communities are able to access the funding they will need for adaptation. Institutional arrangements must also enable adaptation action to be well-prioritised and planned to address priority risks. These suggestions should be looked at in the context of the work the Government is doing concurrently to design a managed retreat framework/adaptation fund/Climate Change Adaptation Act. We are encouraged by signals from the Government that this work is being looked at.</li> <li>• Clarity around how the Government is seeking to manage trade-offs would be helpful – for example, what is the Government's position around how trade-offs between growth and urban development and complying with environmental limits (including emissions reduction targets) should be managed?</li> </ul>

Working with Tiriti partners	<ul style="list-style-type: none"> <li>• It's critical that the Government understands how the changes it is proposing will affect iwi/Māori.</li> <li>• We encourage the Government to think about how it can work in partnership with local government to support its work with Treaty partners at the local level – local government's proximity to iwi/hapū means it's well-placed to support the Government with this.</li> <li>• Iwi/Māori will need financial support from the Government to build capability and capacity. The Crown (as Treaty partner) should also support local government to build its capability and capacity to work with iwi/Māori on climate change mitigation action.</li> <li>• We agree that the Government should support iwi/Māori to develop emissions profiles. The Government should think about how it can integrate this support with support for local government to develop community emissions profiles. (It's important to draw on local government's proximity to iwi/Māori and avoid unnecessary duplication of work by local government and iwi/Māori, given the significant amount of change and reform both are grappling with).</li> </ul>
Working with local government	<ul style="list-style-type: none"> <li>• As well as working in partnership with iwi/Māori the Government needs to work in partnership with local government to deliver mitigation action at the local level – although the ERP is a national plan, it will be delivered and have implications locally and regionally.</li> <li>• The ERP consultation document doesn't reflect the need for partnership with local government as strongly as the Climate Change Commission's Final Advice. That's despite a number of the proposals set out in the consultation document touching on local government roles/functions, and/or would be delivered, enabled and/or supported by local government (examples include land use planning, transport and infrastructure).</li> <li>• Working with local government will help the Government to understand the level at which various levers are best applied – local, regional, national.</li> <li>• The Government should assess the costs that its proposals would impose on local government and its communities. To help avoid equity issues associated with rates increases, national funding should be made available to help local government meet some of the costs of mitigation. Rates alone are unlikely to be sufficient.</li> <li>• Local government's proximity to communities means it's well-placed to help drive and influence some of the behaviour change that is needed. It also means local government is well-placed to help the Government understand the inequities that may result to local communities from the transition and how they can be supported through that transition.</li> <li>• Guidance on how to factor climate change into business cases/decisions on business cases and investment decisions would be useful.</li> <li>• Any guidance for local government should be developed in partnership with the sector – work with LGNZ and Taituarā to do this.</li> <li>• The consultation document fails to address a number of the recommendations in the Climate Change Commission's Final Advice on enabling local government to make effective climate change mitigation decisions:</li> </ul>

	<ul style="list-style-type: none"> <li>○ Recommendation 8 – that the Government commit to “aligning policy and investments to enable local government to make effective decisions for climate change mitigation and adaptation. This should include aligning the Local Government Act, the Building Act and Code, the Resource Management Act (RMA), national direction under the RMA, proposed RMA reforms and the infrastructure plan.”</li> <li>○ Recommendation that Government implement funding and financing mechanisms that provide adequate funding to enable local government to take action aligned with ERPs (and implementation of climate adaptation plans).</li> <li>○ A recommended provisional progress indicator for the Government <i>“to have, by 30 June 2022, published an agreement that sets out the mechanism for achieving the necessary alignment between central and local government”</i> and that by December 2022 the Government publishes a work plan outlining how alignment and funding will be addressed, with milestones for achieving the plan.</li> </ul> <p>We support each of these recommendations and encourage the Government to reflect them in the ERP and in its work to develop the ERP.</p> <ul style="list-style-type: none"> <li>• Funding needs to be made available to councils to support mitigation action with/by our community. The following considerations should be taken into consideration when designing the fund: <ul style="list-style-type: none"> <li>○ Adequacy of funding is important, but appropriate timeframes for funding is also important.</li> <li>○ Consider funding mechanisms which in themselves achieve emissions outcomes (eg road pricing)</li> <li>○ Need to avoid a funding ‘lolly scramble’. Contestable funding doesn’t provide the predictability that helps with planning.</li> <li>○ Funding will likely need to be scaled to reflect the many different starting points councils will be at.</li> <li>○ Consider a base amount of funding for each council, with contestable top ups. Any additional funding should be underpinned by a good business case.</li> <li>○ Need to strike the right balance between funding for national priorities carried out locally vs local priorities.</li> <li>○ Do further analysis to understand what the funding demands are within different councils.</li> <li>○ Prioritise projects that will generate the most emissions reductions, but need to balance this against equitable transition considerations.</li> </ul> </li> <li>• The Climate Change Commission warned that cost pressures are likely to grow as local authorities respond to climate change and expressed a view that local authorities would need central government funding to manage the transition. Therefore, it’s important that work on the ERP stays abreast of the work the Future for Local Government Panel is doing to look at funding and financing of local government.</li> </ul>
Principles for the transition	<ul style="list-style-type: none"> <li>• We broadly support the principles for transition.</li> <li>• We support the inclusion of the principle that decisions be guided by an evidence-based approach, but note that a number of the proposals in the consultation document haven’t yet been quantified. The document identifies that a</li> </ul>



	<p>number of proposals need further assessment for effectiveness, value for money and implications for other Government priorities.</p> <ul style="list-style-type: none"> <li>• Recommend a principle focused around making decisions as to the appropriate scale/level for action – national, regional, local. There needs to be consideration of how national policies trickle down into local action.</li> <li>• Recommend including a principle that addresses working in partnership with local government, and making decisions that are guided by local perspectives, aspirations and objectives.</li> <li>• Recommend a principle that addresses the need for new policies to be supported by appropriate national level funding, and analysis of funding required at local/regional levels to support implementation.</li> </ul>
Equitable transition	<ul style="list-style-type: none"> <li>• The consultation document refers to empowering urban and rural regions and communities to transition in line with local objectives and aspirations. This is where partnership with local government becomes critical: local government knows what those objectives and aspirations are and is best-placed to know how to support communities to realise them.</li> <li>• The impacts of the transition will vary across the motu – local government is well-placed to understand and advise the Government of these impacts.</li> </ul>
Aligning systems and tools	<ul style="list-style-type: none"> <li>• We agree that Government accountability and coordination is essential for a well-resourced work programme that makes system-wide changes. We recommend that introducing Vote Climate Change (as recommended by the Climate Change Commission) is one way this could be achieved. The consultation document is virtually silent on the measures the Government is considering for supporting its implementation of/accountability for the ERP.</li> <li>• We agree emissions pricing plays an important role, as does funding and financing. Further work needs to be done to identify how ETS revenue could be recycled and what institutional arrangements could be put in place to ensure that this is used to fund critical climate change adaptation/resilience action, and to support an equitable transition. (Alignment with the Government's work on an adaptation fund).</li> <li>• Behaviour change is important and local government can play a role in supporting this given its proximity to communities. Understanding the barriers to changing behaviour, and designing programmes around these will ensure that funds are appropriately spent, and there is increased likelihood of achieving favourable outcomes.</li> <li>• We agree that alignment between emissions reduction goals and the planning system is critical, but are concerned that we're not seeing this play out yet. How will the ERP be reflected in the proposed National Planning Framework? What tools are being considered to support local government and communities to consider emissions reductions in land-use planning decisions? What guidance is being developed to support decision-makers to manage trade-offs between multiple, competing outcomes?</li> <li>• Importance of the Government working in partnership with local government to support emissions reductions through urban development. Local government needs more funding and financing options to support it to deliver infrastructure that supports zero carbon goals. The Infrastructure Acceleration Fund was a one-off investment as opposed to a long-term solution. The emissions reduction goals we have mean the rates system alone isn't going to be sufficient to pay for infrastructure long-term.</li> </ul>

	<ul style="list-style-type: none"> <li>• The development of the ERP and funding and financing tools to support action that contributes to carbon zero goals needs to align with the broader look at local government funding and financing that is happening via the Future for Local Government Review. (Particularly given that the Interim Report identifies funding climate change action as a significant challenge for local government).</li> <li>• We agree that there is a need to build central government capability in the climate change mitigation space. The same is true for local government. How can the Government work with local government to support this?</li> <li>• Coordinated consultations with local government, iwi/Māori, business and communities would be helpful. Throughout 2021 alone we've seen consultations on a number of work programmes that have emissions reduction focused goals: Transport Emissions Reduction Plan, Infrastructure Strategy, Building Code update etc. It is important that all of these work programmes are aligning, and are aligning with the ERP.</li> </ul>
Planning	<ul style="list-style-type: none"> <li>• We have concerns regarding the scale of reform proposed to the planning system, and the possibility that the reforms will not have the transformational impact that the Government is aiming to achieve.</li> <li>• Planning alone isn't going to address the issues – funding and financing of infrastructure is also important. And given strong signals that we're heading down a path of needing to factor emissions into land-use planning decisions, tools to support councils (and communities/consent applicants) to do this would be useful.</li> <li>• We agree that more high to medium density housing is a way to contribute to emissions reductions. But this needs to happen in partnership between central and local government, and needs to be supported by adequate funding for infrastructure.</li> <li>• Page 42 of the consultation document notes, "We do not know the total emissions contribution of urban areas. We need to develop a way to measure the emissions associated with urban development decisions." We agree with this, and urge the Government to do this in partnership with local government. This should incorporate the likely lifetime emissions of transport and energy use that would be enabled under different scenarios, and embodied emissions in buildings and infrastructure. Emissions impacts could then inform strategic, spatial and local planning and investment decisions and drive emissions reductions.</li> <li>• The consultation document refers to the Government requiring transport emissions impact assessments for urban developments and for these to be factored into planning decisions, with requirements to avoid, minimise and mitigate transport emissions impacts. While we support this in principle, the issue is how these assessments are going to be supported and funded. What tools can be made available to support local government to undertake consistent and cost-effective assessments? Any tools should be developed in partnership with local government.</li> </ul>
Research, science and innovation	<ul style="list-style-type: none"> <li>• We support more investment in research, science and innovation but need practical tools and resources that support action by local government and communities (e.g. consistent tools for measuring and reporting emissions; undertaking governance assessments), not only academic studies.</li> <li>• We encourage the Government to work with tertiary sector and member bodies to ensure that local government (and central government) has the capability and capacity it needs for this work long-term (i.e. having capability and capacity in-house as opposed to always relying on input from external consultants).</li> </ul>

Behaviour change	<ul style="list-style-type: none"> <li>• Refer to earlier comments around the role that local government can play in supporting behaviour change at the local level.</li> <li>• Local government has, for a number of years now, called for a national campaign to drive behaviour change (similar to road safety campaigns). We believe that the design of behaviour change should be lead by behavioural psychologists, and be underpin but community based social marketing tools.</li> <li>• We welcome behaviour change campaigns that drive positive change and align with local aspirations and objectives – local government can support with developing such a campaign. (i.e. don't want a campaign similar to the 3 Waters campaign that didn't land well with communities).</li> <li>• In principle we support the establishment of a behavioural change fund. This should be available to local government to support change with their communities at the local level.</li> </ul>
Circular and bioeconomy	<ul style="list-style-type: none"> <li>• We support the development of a strategy for moving to a circular economy with a thriving bioeconomy, and recommend that the Government partner with local government to deliver this to ensure that local considerations/challenges/opportunities are taken into consideration.</li> <li>• We request that local government be eligible for the pilot fund.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• We note that this is the sector for which there is the most comprehensive list of possible measures.</li> <li>• We welcomed the Climate Change Commission's recommendation that the Government provides local government with greater support to reduce communities' reliance on cars, including through legislation, removing regulatory barriers, and providing increased and targeted funding, and that the Government works with local government to set targets and implement plans to substantially increase walking, cycling, public transport and shared transport by the end of 2022.</li> <li>• We agree that the Government must partner with iwi/Māori to co-design and develop solutions to reduce transport emissions. It must also partner with local government to do the same, given the critical role local government plays in planning, funding and delivering transport networks and options. The relationship with local government needs to be more than just strong collaboration and a joined-up approach, but a partnership.</li> <li>• Any review of Regional Land Transport Plans needs to be done in partnership with local government and needs to align with changes to other planning processes – particularly through the RM reform.</li> <li>• Integrating land-use, urban development and transport planning and investments will require partnership with local government. However, we acknowledge that this approach will take relatively long time frames to see the associated reduction in emissions and shorter term initiatives should also be a priority.</li> <li>• We support the Government's intent around reducing emissions by cars and light vehicles by 20 per cent by 2035 through providing better travel options, particularly in New Zealand's largest cities. However, we question whether utilising the yardstick of vehicle kilometres travelled (VKT) is appropriate. As the percentage of electric increase over time the VKT's relevance with respect to emissions decreases. In addition, it does not ensure that the relationship between fuel economy and speed, congestion and emissions is recognised and better understood. VKT ignores fuel economy and any potential change to fuel consumption and resulting emissions from changes in</li> </ul>

	<p>speed and congestion. We would support an alternative measure related to Vehicle Minutes Travelled as it would also factor in congestion. We also suggest that consideration be given to providing a target for VKT by fossil fuelled vehicles.</p> <ul style="list-style-type: none"> <li>• Will require greater funding/funding tools to support infrastructure development.</li> <li>• Local government is well-placed to advise on transition considerations.</li> <li>• Local government would welcome financial support from central government to make public transport cheaper.</li> <li>• We agree in principle with the proposal to make changes to regulation to make it easier for local government to reallocate road/street space rapidly for public transport, walking, cycling and shared mobility in urban areas and create an expectation this will occur. The Government needs to work in partnership with local government to design regulations that will work and that don't have unintended consequences. Funding/funding tools to support infrastructure development is also important here.</li> <li>• Any investigation of ways to raise revenue for transport in the future, including replacing the land transport funding system, needs to happen in partnership with local government.</li> <li>• While we welcome the recommendation around "enabling congestion pricing and investigate how we can use other pricing tools to reduce emissions" this recommendation lacks ambition – road pricing tools should be enabled not just investigated further. Local government has been calling for road user charging for some time (as far back as the joint Local Government New Zealand/Automobile Association/Road Transport Forum submission on Land Transport Funding in 1993). 'The Congestion Question' work on congestion pricing commenced in 2017 and as at May 2021 timeframes for final recommendations from the Select Committee enquiry are yet to be confirmed. Decisive action is needed with urgency in this regard.</li> <li>• Road pricing appears to only be under serious consideration for Auckland (acknowledging there is some signalling in the consultation document that it could be looked at for Wellington). The Government should work with other councils to look at introducing it elsewhere and Tauranga Council is willing to engage around the opportunity of a pilot given our traffic growth and funding issues.</li> <li>• Road tolling – currently can only happen on the issuance of an order-in-council by the Governor-General on the recommendation of the Minister of Transport. A stringent set of criteria, on top of public consultation. Making road tolling easier (of new and existing roads) should be explored. Section 46 of the Land Transport Management Act could be amended to permit tolling of existing road use subject to consultation with the public. Tolling of new and existing roads could be a useful intermediate step to full road pricing.</li> <li>• Integration of transport and land use planning is important, so the Government is going to need to address some of local government's concerns around the development of planning instruments by regional bodies (RM reform proposals) that aren't necessarily responsible for implementing them.</li> <li>• Price alone isn't going to generate the mode shifts that are needed – the public transport network needs to be convenient for users too, which is why integrated land use and transport planning is important. Spatial planning can help with this – which goes to the importance of aligning work on the ERP with the RM reform programme. Further work needs to be done to address how implementation of regional spatial plans will be supported by central</li> </ul>
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	<p>government, particularly with funding, and how to address some councils' concerns around the potential for loss of local voice/decision-making in spatial planning (with potential consequences for buy in from those councils around implementation).</p> <ul style="list-style-type: none"> <li>Local government can help to drive mode shift with its communities. Mode-shift plans for urban areas need to be developed with local government. Although the plans will need to align across the motu, they will differ based on area. Local government input into those plans is needed from the outset. Funding the delivery of these plans is going to be the critical issue.</li> <li>Development of a national EV infrastructure plan should include local government given the need for implementation across the country.</li> </ul>
Building and construction	<ul style="list-style-type: none"> <li>We are in principle supportive of initiatives to reduce emissions from buildings – both operational and embodied emissions.</li> <li>But the transition needs to be equitable and consistent with the Government's objectives around housing availability and affordability.</li> <li>ERP needs to align with the updates to the Building Code that MBIE has recently consulted on – particularly around energy efficiency in buildings. We support the Taituarā submission on those proposed changes.</li> </ul>
Waste	<ul style="list-style-type: none"> <li>Partnering with local government on any initiatives to reduce emissions from waste is critical.</li> <li>There needs to be alignment between the ERP and the Ministry for the Environment's waste work programme, including a new waste strategy and waste legislation that it is consulting on now.</li> <li>We acknowledge that preventing waste at source is the most effective way to reduce emissions.</li> <li>2018 LGNZ remit called for the Government to expand the waste disposal levy and progressively raise the levy rate in order to reduce total waste to landfills.</li> <li>We also need to find ways for local government to partner with the private sector and community to reduce emissions from waste – local government is only partially responsible for the emissions from waste.</li> </ul>
Other comments	<ul style="list-style-type: none"> <li>The Government's consultation document largely looks like the Government's Transport ERP. There is a need for considerably more work on other sectors if real progress is to be achieved.</li> <li>The consultation the Government has embarked upon isn't necessarily the most effective way to gather a broad range of views and ideas from a broad range of New Zealanders. The timeframe for providing feedback is short and the standard Government approach to consultation won't necessarily reach or engage with a broad range of communities and stakeholder groups. This is at odds with the recommendations the Climate Change Commission made around more innovative ways of gaining input from New Zealanders, including a citizen's assembly or other participatory approaches. We would welcome a more participatory/democratic approach to developing the ERP but acknowledge that the timeframes the Government is working to are such that this is unlikely to be achievable. We hope that this feedback will see changes made to the way consultation is undertaken for the next iteration of the ERP (emissions budget 2).</li> </ul>

	<ul style="list-style-type: none"><li>• All of the comments made around the importance of funding/funding tools to enable infrastructure development emphasise the importance of a broader discussion around the funding and financing of local government's activities. Work on the ERP needs to align with the work of the Future For Local Government Panel (to look at funding and financing).</li></ul>
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## 11.7 City Plan Review Update

**File Number:** A13012286

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### PURPOSE OF THE REPORT

1. The purpose of this report is to decide whether the City Plan Review project should proceed given the resource management reform or an alternative pathway is taken.

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### RECOMMENDATIONS

That the Council:

- (a) Put the City Plan Review on hold (option 3) pending outcomes of the government's resource management reforms and instead progress with priority plan changes;
- (b) Communicate with key partners, including central Government that Tauranga City Council has decided to put the City Plan Review project on hold and progress priority plan changes;
- (c) Staff prepare a draft work programme for priority plan changes to be reported to Council for consideration in early 2022.

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### EXECUTIVE SUMMARY

2. The City Plan Review project currently intends to publicly notify the next Tauranga City Plan for formal submissions by April 2024 to meet the legislative timeframes required by the National Planning Standards, which apply to all local authorities under the Resource Management Act 1991 (RMA).
3. The Government's intended resource management reform has led to a point where Council needs to consider whether the City Plan Review should proceed past completing Phase 2 (issues and options). Three pathway options are presented:
  - Option 1** – Proceed with the full City Plan Review;
  - Option 2** – Cease City Plan Review, undertake a limited plan change work programme and make the City Plan as compliant as possible with the National Planning Standards; or
  - Option 3** – Put the City Plan Review project on hold and undertake agreed priority plan changes.
4. Option 3 is recommended to put the City Plan Review project on hold and instead develop a work programme that completes existing plan change commitments and looks to undertake priority plan changes in response to key issues for Tauranga and aligned national policy direction. This would occur whilst Council awaits the new Natural and Built Environments Act (NBA), intended to replace the RMA (and our District Plan) with a combined plan for the Bay of Plenty region under a new national planning framework. If and when the governments Resource Management reform are confirmed and implemented the City Plan review would then be formally abandoned.

### BACKGROUND

5. The last City Plan Review commenced in 2008. New legislative requirements and national / regional policy direction now place significant additional obligations on local authorities through their district plans. Given these matters and the pressures facing the city, our District Plan is no longer fit for purpose.

6. The City Plan Review project plan was endorsed by the Urban Form and Transport Development Committee on 21 July 2020. It sets out six phases for the City Plan Review project, with key milestones at each stage.
7. The project received direction from the Strategy, Finance and Risk Committee on 17 May 2021 to proceed with completion of Phases 1 and 2 of the City Plan Review. The project is on track to complete Phase 2, signalled by the release of five topic-based discussion documents in October 2021 for engagement with stakeholders and tangata whenua on options to address key issues. Stakeholders include groups across the public and private sector such as environmental, sustainability and housing affordability groups and property developers.
8. To facilitate efficient and responsible use of external resources, as well as to support effective internal resource planning, a decision on the next steps for the City Plan Review project is required. Relevant considerations to the decision as to whether the project proceeds as planned are the:
  - increasingly urgent need to address housing supply for Tauranga
  - impact of the Covid-19 pandemic which has made it more difficult to work at pace
  - shortage of skills with staff vacancies remaining unfilled for periods of time
  - resource management reform replacement legislation expected timeframes and new planning framework
  - recently announced Resource Management (Housing Supply and Other Matters) Amendment Bill introducing mandatory medium rise residential standards, which require a plan change to the City Plan to be notified by August 2022.

## STRATEGIC / STATUTORY CONTEXT

9. Section 79 of the RMA requires regional and territorial authorities to commence a review of their plans at least once every 10 years.
10. The National Planning Standards require Tauranga City Council to have notified its reviewed plan within five years of the National Planning Standards becoming operative i.e.. April 2024.
11. Given that the resource management reforms propose a combined plan for the Bay of Plenty region it is considered appropriate to progress with priority plan changes which achieve strategic outcomes for the city and give effect to National Policy Statements rather than meet legislative requirements that will be repealed.
12. The RMA does not set out the consequences for not meeting the requirements to review every 10 years and comply with the National Planning Standards. Formal communication will be sent to the Ministers of Local Government and the Environment on the resolutions set out in this report.

## OPTIONS ANALYSIS

13. There are three options considered given the resource management reforms are set out below.
14. **Option 1 – Proceed with full City Plan Review**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Able to meet all legislative requirements under the RMA.</li> <li>• Council reviews all chapters in the City Plan and therefore can provide a fit for purpose new plan.</li> </ul>	<ul style="list-style-type: none"> <li>• City Plan provisions may have new requirements under the NBA legislation.</li> <li>• Inefficient use of resourcing and funding allocated to the City Plan Review that may not be required.</li> </ul>



	<ul style="list-style-type: none"> <li>Significantly drawn our timeframes to address urgent resource management issues facing the city.</li> </ul>
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15. The risks associated with this option is that work undertaken for the full City Plan Review may not be used if the RMA is replaced before the City Plan is notified or made operative and rework is required in preparation for a combined plan.

16. **Option 2 – Cease City Plan Review, undertake a limited plan change work programme and make the City Plan as compliant as possible with the National Planning Standards.**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Able to make changes to the City Plan to (substantively) address National Planning Standards.</li> <li>Earlier delivery of plan changes to notification and provisions come into effect earlier for key issues.</li> <li>Likely cost savings in not undertaking a full review and undertaking a limited number of plan changes.</li> </ul>	<ul style="list-style-type: none"> <li>Cannot make all appropriate amendments to the operative City Plan.</li> <li>Time and resource required to translate the existing City Plan into a new structure to meet National Planning Standards provides minimal community benefit.</li> <li>Will not fully meet the National Planning Standards or RMA District Plan review requirements.</li> </ul>

17. Under this option the engagement work during Phases 1 and 2 of the City Plan Review will be used to contribute to how issues are addressed.

18. **Option 3 – Put the City Plan Review project on hold and undertake agreed priority plan changes.**

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Council decides the level of investment needed to give effect to current national, regional and local direction and priorities for resource management.</li> <li>Allows Council to address immediate housing supply and other challenges within shorter timeframe, through rezoning and intensification plan changes.</li> <li>Earlier delivery of plan changes to notification and provisions come into effect earlier.</li> </ul>	<ul style="list-style-type: none"> <li>Cannot make all appropriate amendments to the operative City Plan.</li> <li>May not give effect to all current national and regional policy direction</li> <li>Less efficient to undertake plan changes individually than through a full review.</li> </ul>

## FINANCIAL CONSIDERATIONS

19. The Long-term Plan 2021-2031 approved \$7,206,250 to progress the City Plan Review project to formal public notification and through to hearings and appeals from 2021-2028. Under Option 3, it is considered that this budget (or a substantive proportion of it) will be required to progress the priority plan change work programme.
20. No additional budget is required to progress with Option 3.

## LEGAL IMPLICATIONS / RISKS

21. Section 79 of the RMA requires regional and territorial authorities to commence a review of their plans at least once every 10 years. The Tauranga City Plan was made fully operative in 5 July 2014. Therefore, Council is required to commence the City Plan Review prior to July

2024. The City Plan Review project commenced in July 2020 with the approval of the project plan.

22. Central Government introduced the National Planning Standards to make council plans and policy statements easier to prepare, understand and comply with and more consistent across councils. The first set of planning standards came into force on 3 May 2019. The National Planning Standards require Council to publicly notify the next Tauranga City Plan for formal submission by April 2024.
23. Given the expectation of new legislation being introduced to Parliament in 2022 to replace the RMA, not meeting the National Planning Standards is a pragmatic approach which carries a relatively low risk for Council. If the resource management reforms change in direction or timing, the City Plan Review will be able to recommence, however timeframes to meet notification in April 2024 would be difficult.

## CONSULTATION / ENGAGEMENT

24. The Communications & Engagement and Tangata Whenua/Cultural workstream are two of the five workstreams for the City Plan Review project. The implemented engagement approach has ensured stakeholders, tangata whenua and the community have had input into the first two phases of the project.
25. During Phases 1 and 2 of the City Plan Review project, issues and opportunities have been gathered, including through stakeholder workshops and tangata whenua engagement in March, April and July 2021. Individual hui with hapu are continuing.
26. Feedback on the five topic-based discussion documents and options to address the identified key issues will inform either the next steps with the City Plan Review or the alternative pathway option of a plan change work programme.
27. The Ministers of Local Government and the Environment have been informed of the matter under consideration, along with Bay of Plenty Regional Council and Western Bay of Plenty District Council.

## SIGNIFICANCE

28. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
29. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the decision.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
30. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance.
31. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance. The City Plan Review is of high significance as it affects a wide range of people, and there is the potential for large consequences for the city, however the decision proposed in this report is of medium significance. While it is recommended to put the City Plan Review on hold pending outcomes of the government's resource management reforms, the delivery of policy under the RMA will be through an alternative pathway using work done to date on the project and current allocated funding.

**ENGAGEMENT**

32. Taking into consideration the above assessment, that the decision is of medium significance, staff are of the opinion that appropriate engagement has been undertaken and no further engagement is required prior to Council making a decision.

**NEXT STEPS**

33. Should Council resolve not to proceed with the City Plan Review project, a draft work programme for priority plan changes will be prepared which considers resourcing, current plan change commitments, the current proposed amendments to the RMA and priorities for delivery. The draft work programme will be reported to Council for consideration and endorsement.
34. The draft work programme will be informed by engagement with central government, local government and tangata whenua.
35. Communication is required with Central Government that Tauranga City Council has resolved to put the City Plan Review project on hold pending outcomes of the government's resource management reforms.

**ATTACHMENTS**

**Nil**

## **11.8 Resource Management (Enabling Housing and Other Matters) Amendment Bill and Plan Change 26 implications**

**File Number:** A13014085

**Author:** Janine Speedy, Team Leader: City Planning

**Authoriser:** Christine Jones, General Manager: Strategy & Growth

### **PURPOSE OF THE REPORT**

1. The purpose of this report is to provide an overview of the Resource Management (Enabling Housing and Other Matters) Amendment Bill and the implications this has on Plan Change 26 – Housing Choice.

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### **RECOMMENDATIONS**

That the Council:

- (a) Place Plan Change 26 – Housing Choice on hold until the Resource Management (Enabling Housing and Other Matters) Amendment Bill is passed.
- (b) Endorses the key submissions points on the Resource Management (Enabling Housing and Other Matters) Amendment Bill as set out in this report.

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### **EXECUTIVE SUMMARY**

2. On 19 October 2021, Central Government released the Resource Management (Enabling Housing and Other Matters) Amendment Bill (Amendment Bill) that proposes amendments to the Resource Management Act 1991 (RMA).
3. The Amendment Bill directs tier 1 councils (Tauranga, Wellington, Auckland, Hamilton, Christchurch) to apply medium residential standards by 20 August 2022.
4. Where compliance with the standards can be achieved development up to three dwellings of up to three storeys on sites without a resource consent is enabled. The Amendment Bill also requires a faster plan change process to implement these new standards.
5. Submissions on the Amendment Bill close on 16 November 2021 and it is intended that the Amendment Bill be passed mid December 2021.
6. While there are benefits to providing a consistent approach for delivering medium density residential standards across the tier 1 councils, there are concerns on the timeframes, ability to resource, infrastructure capacity, urban design and implications for Plan Change 26 – Housing Choice (PC26).
7. The Amendment Bill sets clear direction which does not fully align with PC26 outcomes. It is considered appropriate to place PC26 on hold until the Amendment Bill is passed. If the Amendment Bill remains generally consistent with its current form following the select committee process, it will be recommended that Council withdraw PC26 and instead commence a new plan change to meet the new standards.

### **BACKGROUND**

8. The Amendment Bill introduces a new planning process to support tier 1 councils to implement the National Policy Statement on Urban Development policies with greater speed.
9. The Amendment Bill proposes that tier 1 councils publicly notify an 'intensification planning instrument' (intensification plan change or variation) by 20 August 2022. This will include the implementation of the medium density residential standards (MDRS), and potentially the incorporation of other plan provisions to give effect to modified Policy 3 of the National Policy Statement – Urban Development (NPS-UD).

10. The MDRS includes seven standards as set out in the Amendment Bill, such as height, setbacks, site coverage and overshadowing. The MDRS is to be applied to all existing residential areas and enables the development of up to three homes of up to three storeys on most sites without the need for resource consent.
11. Exemptions to the MDRS will apply based on qualifying matters set out in the NPS-UD, such as heritage areas and natural hazards.
12. The MDRS will have legal effect from notification, unless a qualifying matter applies, more permissive standards are proposed or greenfield land is being rezoned to residential land.
13. Staff have been considering the contents of the Amendment Bill and have identified the following key submission points:
  - Councils ability to resource the development of an intensification planning instrument and ISPP process given the timeframes set out in the Amendment Bill and resourcing constraints across the planning sector driven by a range of factors such as the resource management reforms;
  - The need to ensure the provisions of the Amendment Bill enable the widest possible scope for intensification and greenfield rezoning;
  - The ability to enable consideration of infrastructure capacity to service the development capacity unlocked by the MDRS as a qualifying matter (or similar);
  - The related issue of infrastructure funding to support the intensification up zoning and the needs for effective tools to deal with other matters that constrain development and implementation of the MDRS (eg covenants);
  - The ability to ensure/consider quality urban design outcomes and whether non bulk and location standards can be considered such as waste management areas;
  - The potential for the Amendment Bill to enable intensification in unsuitable locations that may not align with the Government draft Emissions Reduction Plan (eg locations not serviced by public transport and/or insufficient transport capacity generally);
  - The potential for the Amendment Bill to incentivise low scale intensification in areas like Te Papa which are more suitable for high density multi-storey apartment development (ie the Amendment Bill should not apply to areas where high density is planned);
  - Implications of the Amendment Bill on tier 1 councils current projects to meet the NPS-UD such as PC26.
14. Due to limited timeframes the full submission is not attached to this report. It will either be distributed as a late item or tabled on the day at the Council meeting.
15. Engagement has been undertaken with all tier 1 councils to consider the Amendment Bill and its implications. The key matters identified above are consistent across all tier 1 councils.
16. Staff have considered the implications that the Amendment Bill has on PC26. PC26 proposes to enable greater housing choice and residential density in the Suburban Residential and City Living zones. While the general direction in the Amendment Bill is similar to where PC26 is heading through the hearing report, the details in the provisions set out in the Amendment Bill of what must be implemented are different and far more wide reaching geographically.
17. Key implications of the Amendment Bill in PC26 are as follows:
  - The scope of the changes required are wider than PC26;
  - PC26 hearing report must be made public as set out in the hearings procedures and directions, prior to Council knowing what is in the final Amendment Bill.
  - A further plan change is required to incorporate these changes across all residential zones and need to ensure there are sufficient resources that can be dedicated to this;

- On current timeframes it is likely that PC26 will still be working through appeals when another plan change is required to be notified by August 2022;
  - To meet the MDRS and Policy 3 of the NPS-UD city wide, is likely to require a quite different approach to the drafting of planning provisions than adopted in PC26.
18. Given the significant resourcing required to progress both PC26 and a new plan change in parallel with the far-reaching implications of the Amendment Bill, it is considered that PC26 should be put on hold. In addition, it is considered that withdrawing or withdrawing in part PC26 should be considered once the Amendment Bill has passed. This may be required to enable Council to comprehensively address the Amendment Bill through one process, while utilising relevant work from PC26 to provide for the best planning outcome.

### STRATEGIC / STATUTORY CONTEXT

19. Council's submission considers how the Amendment Bill aligns with and supports the strategic direction set out in the Urban Form and Transport Initiative.

### OPTIONS ANALYSIS

20. Three options have been considered for PC26 in response to the Amendment Bill.

21. **Option 1** – proceed with current timeframes to undertake a hearing in early February 2022.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>- Staff can proceed with the hearing report, meet timeframes and reduce risk of having to withdraw the plan change under the new legislation.</li> </ul>	<ul style="list-style-type: none"> <li>- There will be significant rework required through a future plan change/ intensification planning instrument.</li> <li>- This approach may not be the best use of limited resources when all indications are that the Amendment Bill will be passed and further plan change will be required in 2022.</li> <li>- Likely to require future changes to Te Papa provisions to ensure they are 'enabling' and more appealing than 3 storey units. Particularly overshadowing. (PC26 is currently limited in scope and time to review this).</li> <li>- Potential for appeals to PC26 being ongoing after new intensification plan change was notified.</li> </ul>

22. **Option 2** – to place PC26 on hold, awaiting the final outcomes of the Amendment Bill in December 2021 – **recommended option**.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>- Provides time for Council to assess the final wording of the Amendment Bill to determine the best approach going forward.</li> <li>- Some parts of PC26 can be carried forward and included in the intensification planning instrument to be notified by 20 August 2022 (if PC26 is subsequently withdrawn).</li> <li>- If the Amendment Bill is delayed or withdrawn the option of continuing with PC26 remains.</li> <li>- Align Suburban Residential Zone and Te Papa provisions, and potentially consider a zone for Te Papa.</li> <li>- The objectives and policies for Te Papa and the Suburban Residential Zone under PC26 still have weighting until the plan change is withdrawn (if</li> </ul>	<ul style="list-style-type: none"> <li>- Depending on the final Amendment Bill, the plan change may not meet the 20 February 2022 timeframe and must be withdrawn.</li> </ul>

that occurs). This will need to be revisited once the Amendment Bill is passed.	
- Resources can be redirected to understanding the implications of the Amendment Bill.	

23. **Option 3** – to withdraw PC26 under clause 8D of the RMA.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>- Allows time to continue to work on Te Papa provisions in light of new MDRZ provisions to ensure they are 'enabling' and then look to implement these in other areas of the city considered to have 'high suitability' to give effect to intensification policies of the NPS-UD in one comprehensive plan change.</li> <li>- Some parts of PC26 can be carried forward and included in the ISPP to be notified by 20 August 2022.</li> <li>- Resources can be redirected to understanding the implications of the Amendment Bill.</li> </ul>	<ul style="list-style-type: none"> <li>- Likely to delay achieving a planning framework that enables greater heights in Te Papa in the short term</li> <li>- Does not provide the opportunity to consider the final Amendment Bill and whether there is the option to withdraw part of PC26.</li> <li>- If the Amendment Bill is delayed or withdrawn then the ability to continue with PC26 is removed.</li> <li>- No weighting to Te Papa and Suburban Residential objectives and policies in the interim through resource consent applications.</li> </ul>

## FINANCIAL CONSIDERATIONS

24. Existing opex budget has been used to progress PC26 to this point. There are costs associated to progress to hearing, including staff resources, the four independent hearings commissioners appointed to the hearings panel and expert evidence to support the hearing report. If appeals are received when the decisions are notified, this can also include significant cost and resource.
25. Placing PC26 on hold awaiting the outcome of the Amendment Bill would ensure efficient use of the existing opex budget.

## LEGAL IMPLICATIONS / RISKS

26. To progress with PC26 will not meet the Amendment Bill in its current form and require a future change. On current timeframes, Plan Change 26 decisions would be notified in April 2022, then 30 days to make an appeal. If no appeals are received, the plan change would be operative in approximately June 2022. Therefore, there is approximately two months that Plan Change 26 is operative until notifying a new plan change that has legal effect. If appeals are received these would not be resolved prior to notifying a new plan change and PC26 would become redundant.

## CONSULTATION / ENGAGEMENT

27. Consultation has been undertaken with tier 1 councils, legal advisors and central Government agencies on the implications of the Amendment Bill and to step through options for PC26. Support was provided for Option 2 to place PC26 on hold awaiting the outcomes of the final Amendment Bill.

## SIGNIFICANCE

28. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.



29. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
  - (b) any persons who are likely to be particularly affected by, or interested in, the decision.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
30. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of medium significance as the decision is to put PC26 on hold awaiting the final Amendment Bill.

### ENGAGEMENT

31. Taking into consideration the above assessment, the timing of the need for a decision, that the decision is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision.
32. In the event that PC26 is withdrawn or withdrawn in part, it is considered that the decision would be of medium significance.

### NEXT STEPS

33. Technical work to progress the provisions for the Te Papa peninsula will continue to support any future plan change, however preparation of the hearing report will be on hold for PC26 until the Amendment Bill is passed through parliament.
34. Staff will report back to Council on the final Amendment Bill and next steps for PC26.
35. Following the Amendment Bill being passed, staff will commence preparation of scoping a new plan change to report back to the Strategy, Finance and Risk Committee in early 2022.

### ATTACHMENTS

**Nil**



## 11.9 Submissions on Draft Parking Strategy

**File Number:** A12994185

**Author:** Peter Siemensma, Senior Transport Planner

Waheed Ahmed, Senior Transport Planner

Alistair Talbot, Team Leader: Transport Strategy & Planning

**Authoriser:** Christine Jones, General Manager: Strategy & Growth

### PURPOSE OF THE REPORT

1. To provide a summary of the submissions received to consultation on the draft Parking Strategy and to seek adoption of the Parking Strategy, subject to amendments as a result of the submissions received.

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### RECOMMENDATIONS

That the Council:

- (a) Receives the draft Parking Strategy report.
- (b) Notes the submissions received from consultation on the draft Parking Strategy.
- (c) Adopts the Parking Strategy as amended in response to submissions received (attachment 3).

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### EXECUTIVE SUMMARY

2. Parking management plays an important role in the successful functioning of a City and its transport network. Successful parking management can contribute to:
  - Improving the vibrancy of centres and people's access to them;
  - Enabling a multi-modal transport system;
  - Enabling a more compact urban form;
  - Supporting access for all, by helping to prioritise space for those with the greatest need (e.g. mobility parking);
  - Ensuring value for money and best use of resources by making sure that parking revenues cover the costs and that future investments would provide value for money.
3. The Urban Form & Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan (TSP) identify that parking management is a key lever to support the delivery of the Connected Centres programme and achieving its benefits. The direction provided by UFTI and the TSP is supported by the National Policy Statement on Urban Development 2020 (NPS-UD) which strongly encourages Councils to "*manage effects associated with the supply and demand of car parking through comprehensive parking management plans*".
4. The draft Parking Strategy has been developed to guide Council's approach to the management of Council controlled parking spaces across the City. It provides an overarching approach to guide Parking Management Plans for areas of the city that need specific attention due to existing high occupancy and/or areas where occupancy levels are expected to change in the near future due to significant planned land use change.
5. The draft Parking Strategy was approved for public consultation, subject to requested changes, by the Strategy, Finance and Risk Committee on 16 August. The changes made to the draft Parking Strategy related to:
  - (a) *The inclusion of additional discussion of the key wider issues that have led to the need for developing a Parking Strategy and the challenges associated with delivering it successfully (e.g. new Section 6 of the draft Parking Strategy).*

- (b) Discussion added to Section 4.1 of the Parking Strategy also supporting increased density and amenity.
  - (c) Introduction of a new section 4.2 to reflect the Tauranga City Council Street Design Guide and its role in street design.
  - (d) 'Outcome 3 amended to make reference to the Parking Strategy contributing to a more attractive and more compact urban form.
  - (e) Note added that event venues also include marae and that large events at marae could lead to parking demand and overspill into surrounding areas.
  - (f) Discussion added that the removal of the requirement for minimum on-site parking provision by Central Government as part of residential development would likely lead to increased on-street parking demand in residential areas.
6. Public consultation was undertaken over four weeks from 10 September to 8 October 2021. 23 responses to the consultation have been received, considered by staff and have led to some recommended changes to the draft Strategy. These changes relate to:
- (a) Clarification that monitoring of Parking Management Plans (PMP's) is intended;
  - (b) That parking pricing has a role in the perception of the price advantage for alternative mode use.
  - (c) The term 'mobility impairment' rather than 'disabilities' is used in the Parking Strategy;
  - (d) Reference to motorbike parking is added to draft Parking Strategy;
  - (e) The importance of clear communication and consistent enforcement to the success of a PMP is discussed further in the draft Parking Strategy;
  - (f) The use of 'exponential pricing' as a tool in PMPs.

## THE DRAFT PARKING STRATEGY

7. The draft Parking Strategy proposes a 'graduated approach' to parking management whereby it looks to achieve a balance between occupancy and turnover of spaces, particularly in busy centres. A benchmark for optimal occupancy is around 85% of available spaces. This occupancy level means spaces are well used but people can still find a space if needed (i.e. 15% of spaces should be available). Pricing or time controls tend to be the approach applied to manage occupancy and availability of spaces where demand is regularly higher than the 85% benchmark.
8. The draft Parking Strategy outlines the way it is intended to manage parking in a range of circumstances and settings, covering:
- Parking on residential streets
  - Kerbside space allocation, cycle parking and berm parking
  - Parking in centres
  - The prioritisation of parking space by vehicle type/reason for parking
  - Park and ride facilities
  - Parking enforcement and monitoring
9. The draft Parking Strategy has been developed through technical analysis, examination of best practice in New Zealand and overseas, and parking surveys and perception surveys. The package of analysis that has supported the development of the draft Strategy is available online on TCC's [website](#). The draft National Parking Management Guidance, provided by Waka Kotahi, as well as recently developed parking strategies from other cities have been used to inform the development of the draft Parking Strategy.
10. The draft Parking Strategy recommends implementing the strategy through area-based 'Parking Management Plans' (PMP). A PMP is a location-specific plan that recommends changes to how parking management is undertaken, for example, in a centre, a

neighbourhood, a reserve, or near a large employment site. It recognises that priority should be given to areas with high parking demand, which typically include centres. A PMP will include measures such as pricing and time limits. The 'next steps' section below provides an indicative programme for the development PMPs.

## STRATEGIC / STATUTORY CONTEXT

11. UFTI identifies that parking management is a key lever to support the delivery of the Connected Centres programme and realising its benefits. This is supported by the National Policy Statement on Urban Development 2020 (NPD-UD) strongly encourages councils to "manage car effects associated with the supply and demand of car parking through comprehensive parking management plans".

## CONSULTATION PROCESS AND ANALYSIS OF SUBMISSIONS

12. Consultation on the draft Parking Strategy involved:
  - (a) An internet-based survey on a dedicated Parking Strategy page of Council website. This survey sought feedback on the direction and approaches in the draft Strategy;
  - (b) Messaging on Councils website (which was visited by approximately 400 people), Councils Facebook page (post reach of approximately 2,500) and LinkedIn channels advising of the draft Strategy and advising of the opportunity to provide feedback;
  - (c) Email notification to approximately 90 key stakeholders including City centre businesses and representative groups (Mainstreet), community interest groups (EnviroHub), collaborative forums (e.g. SmartGrowth), partner organisations (e.g. Waka Kotahi New Zealand Transport Agency; Bay of Plenty Regional Council; Bay of Plenty District Health Board) as well as several smaller businesses. The list of those notified by email is provided in Attachment 1.
13. Information on the draft Parking Strategy was also made available in Tauranga's public libraries and at Council's Customer Service Centre.
14. A Workshop with key stakeholders was planned. However, due to the Covid situation this did not occur. Instead the stakeholder groups were emailed to advise that staff were available to have individual on-line internet-based meetings. As a result, staff held two meetings, one with representatives of the 'Greater Tauranga' group and the other with a Waikato University representative.
15. 23 submissions were received to the consultation. A summary of the submissions including a discussion of the matters raised and a recommended response is provided in Attachment 2 to this report. The updated draft Parking Strategy is attached in Attachment 3.
16. In summary, key matters raised by submitters include:
  - (a) The need for a Parking Strategy that provides a consistent framework for how Council controlled parking will be managed;
  - (b) City centre: a variety of responses were received some of which offered differing perspectives on similar issues (e.g. the need for more parking versus the need for better managed parking) but generally submissions identified:
    - (i) Parking is crucial to success of the City centre and there is a need for a specific plan for parking. Council should move more quickly on this;
    - (ii) Clarity around how pricing and time limits could work;
    - (iii) Not disadvantaging the City centre over other competing places like suburban shopping malls;
    - (iv) A need for the parking plan to be integrated with other planning for the City centre so that the impact of parking management is understood in relation to other initiatives;

- (v) The balance between access to the City centre by vehicle mode (car; bus; bike; walk) will be influenced by the parking management approach and will need careful consideration to ensure the desired outcome is achieved;
- (vi) Good consultation and very clear communication of the parking plan for the City centre.
- (c) The lack of parking availability near the Historic Village and the need for more supply, better management and enforcement of the current parking resource in this area.
- (d) The need for an integrated, incremental/gradual and responsive approach to parking management.
- (e) The need for integration between parking pricing and bus fares given the relationship between these matters and mode-shift objectives.
- (f) A need for PMPs to be monitored.
- (g) The use of the term 'mobility impairment' rather than 'disabilities' in the Parking Strategy.
- (h) Reference to 'exponential pricing' as a tool to achieve desired outcomes.
- (i) Clarification of how the 85% availability approach works.
- (j) That resident parking permits are a management tool to be considered.
- (k) The need for parking management approaches to consider options and their costs and benefits e.g. impact on businesses; carbon emissions; social outcomes; equity issues.
- (l) The need to work closely with key stakeholders (e.g. local businesses, schools, residents) and those impacted by parking management approaches when PMP's are developed.
- (m) The need for the draft Strategy to address different forms of parking including motorbike and cycle parking.

#### AMENDMENTS MADE TO THE DRAFT PARKING STRATEGY

17. Changes to the draft Parking Strategy in response to the consultation responses relate to:

- (a) Clarification that monitoring of PMP's is intended to ensure the intended outcomes from the parking approach are being achieved and if not investigations to consider alternative can be undertaken (Section 8.4 & 8.6 of the draft Strategy);
- (b) That Outcome 2 and Section 6.4 of the draft Parking Strategy are expanded to further explain that parking pricing has a role in the perception of the price advantage for alternative mode use.
- (c) The term 'mobility impairment' rather than 'disabilities' is used in the Parking Strategy;
- (d) That motorbike parking is added to Section 7 of the draft Parking Strategy;
- (e) That text is added to Section 8.1 of the draft Parking Strategy to better acknowledge the importance of clear communication and consistent enforcement to the success of any PMP;
- (f) That reference to the tool 'exponential pricing', whereby the first few hours are relatively cheap, but the rate increases the longer someone parks is added to Section 7.1 of the draft Parking Strategy.

18. In addition, in response to the responses received it is noted that:

- (a) Consultation responses received relevant to the City centre are used to inform the development of the City Centre PMP;
- (b) Hospital / Historic Village precinct area:

- (i) A parking survey of the area is undertaken to confirm the availability of parking and need to develop a PMP; and
- (ii) Councils Parking Enforcement Team will investigate parking compliance in this area.

## FINANCIAL CONSIDERATIONS

- 19. Budget for implementation of the draft Parking Strategy, through detailed parking surveys, consultation and the development of Parking Management Plans (PMPs) has been included in the Long-Term Plan.
- 20. Future parking management, including pricing and time limits, once implemented, is likely to have costs and revenue implications and can be identified through the development of PMPs.

## CONSULTATION / ENGAGEMENT

- 21. Consultation on the draft Parking Strategy is addressed in the Discussion section of this report. Feedback to this consultation has identified the need to further highlight the importance of consultation and engagement to implementing the Parking Strategy. A change to Section 8.1 of the draft Strategy is recommended in response.

## SIGNIFICANCE

- 22. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
- 23. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - a. The current and future social, economic, environmental, or cultural well-being of the district or region
  - b. any persons who are likely to be particularly affected by, or interested in, the issue, proposal, decision, or matter
  - c. the capacity of the local authority to perform its role, and the financial and other costs of doing so.
- 24. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of low to medium significance. The draft Parking Strategy is aligned to direction provided by UFTI and the TSP and is also intended to support the City's well-being. Consultation on the draft Strategy is proposed allowing people to provide comment on the direction it proposes.

## NEXT STEPS

- 25. Subject to approval of the draft Parking Strategy, the next steps are focused on developing necessary PMPs. The development of the City Centre PMP is to be prioritised for development first as the current CBD parking trial is planned to end in February 2022.

## ATTACHMENTS

- 1. **List of key stakeholders - A13023554** [↓](#)
- 2. **Overview and summary of submissions to the Draft Parking Strategy - A12985989** [↓](#)
- 3. **Draft Parking Strategy - amended based on consultation - November 2021 - A13033350**  
[↓](#)

### List of key stakeholders approached

The following organisations, businesses, advocacy or interest groups and individuals have been contacted over the process of developing the draft Parking Strategy. This has included being notified of the consultation period for the draft Parking Strategy and ability to provide feedback.

- Bay of Plenty Regional Council (BoPRC)
- Western Bay of Plenty District Council
- Waka Kotahi
- Combined Tangata Whenua Forum (CTWF)
- Toi Kai Rawa
- Bay of Plenty District Health Board
- Tauranga Chamber of Commerce
- Housing Affordability Forum (HAF) / Kinect
- Property Developers Forum (PDF) / BCONN (Jeff Fletcher)
- Environment and Sustainability Forum (E&W)
- Priority One
- Historic Village
- Tourism Bay of Plenty
- Sustainable Bay of Plenty
- Waikato University
- Greater Tauranga
- Carole Gordon
- Tuskany / Downtown Tauranga
- Creative Bay of Plenty
- Veros Property Partners
- RCP
- Eves
- RayWhite
- Craigs Investment Partners
- Realty Group
- Zariba Holdings
- Focus on Property (Farming House Investments)
- Quintex
- Bayleys Tauranga
- Sharp Tudhope
- Foodstuffs
- Farmers
- Hotel Armitage
- Quest Apartments
- Quayside Holdings
- Accounted4
- Tauranga Art Gallery
- Greerton Village
- EnviroHub
- Sustainability Options
- Socialink / The Kollektive

- Technology Wise
- Hammon Jeweller
- Blur Eye Care
- Steve McLennan
- CBD Investment Ltd.
- Tybi Limited
- Dave Worthington
- Mainstreet Mount Maunganui
- Zeytins Mount Cafe
- ArtAstic
- Bettie Mount
- Hello World Mt Maunganui
- Luca Coffeeshop
- Mount Surfshop
- Spongedrop
- Strictly for the Birds (clothes)
- Harcourts Mt Maunganui
- Swire Shipping
- North Beach Mt Maunganui
- The Gilden Edge
- Magazine Clothes
- Neptunes Linen
- Mount Maunganui Paper Plus
- Diamond & Co
- Colony (Mount)
- CG Law
- Wallace Development Company Limited
- Livingstone Property Investment
- Robertson Menswear
- Health2000
- Brambles
- Moving Food

### Summary of the Submissions received to the draft Parking Strategy

No.	Submitter	Summary of submissions received	Discussion of and response to submission points	Recommended response or change to the draft Parking Strategy
1	Bill Campbell	<ul style="list-style-type: none"> <li>• If there was ample accessible free parking particularly in the CBD there would be very little if any need for a restrictive parking management programme.</li> <li>• The draft Parking Strategy makes no mention of reinstating the 1500 car parks removed from the City centre.</li> <li>• Central Business District (CBD) businesses are losing out due to a lack of car park spaces.</li> <li>• The draft Parking Strategy does not provide direction on how public centres compete with malls (that offer free parking to their customers).</li> <li>• Parking is crucial for the viability of the CBD.</li> <li>• The decision to not require parking as part of the new development in the CBD was one of the biggest negative steps that Tauranga City Council (Council) has ever taken.</li> <li>• How do Council know the total number of car parks required in the CBD in order to calculate the 85% occupancy? The total</li> </ul>	<ul style="list-style-type: none"> <li>• The draft Parking Strategy identifies that parking and its management (typically through pricing and time limits) is key to contributing to vibrant centres by helping to make sure visitors can find a place to park.</li> <li>• The draft Parking Strategy is focussed on managing the availability of car parking rather than recommending a specific number of parking spaces.</li> <li>• The implementation of the Parking Strategy through the development and delivery of a Parking Management Plan (PMP) will consider the number of and demand for parking in specific areas. A PMP is a location-specific plan that recommends how parking management is undertaken. The draft Parking Strategy identifies that implementation of a PMP is intended to be 'integrated, incremental and responsive' (Section 7, page 14). This will be informed by, for example, survey data, user needs, wider place-based objectives for areas, how approaches support desired changes to the transport network, and include engagement with the local community.</li> <li>• The most recent changes to the requirements for on-site parking is as a result of the National Policy Statement on Urban Development.</li> </ul>	No changes to the draft Parking Strategy. However, the matters raised by the Submitter will inform the development of the PMP for the CBD.



		<p>number of public car parks required in CBD is about 7000.</p>	<ul style="list-style-type: none"> <li>• Efficient parking management should aim for 85% occupancy, which would mean there should be a space available for visitors. This can be achieved through using measures like pricing and time limits.</li> <li>• The submitter's point about competing between centres and malls is noted. Investigations have identified that the quality and attractiveness of a location / destination and the experiences (e.g. shopping, business, entertainment, etc) it offers outweigh the issue of priced parking when they consider visiting a place.</li> </ul>	
2	Andrew Sommerville	<ul style="list-style-type: none"> <li>• The submitter agrees with shorter time limits and higher costs for parking in the CBD.</li> <li>• Resident parking permits for surrounding CBD to reduce workers using these spots and also occupying them for too long and affecting CBD fringe businesses customer parking.</li> <li>• The draft Strategy does not go far enough. Council needs to move thinking from the CBD being a place you drive into shop to a place you bus or cycle into for work and shopping.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking management by way or price or time limits will be determined through the development of a PMP.</li> <li>• Section 8.3 of the drafting Parking Strategy discusses the matter of prioritisation of resident parking by way of permits or a lease. It identifies that that the prioritisation of resident parking by way of permits or a lease is not considered to be a useful or equitable intervention (and also reduced turnover) because it restricts the most optimal use of the space at any given time. For example, no one else could be using the space even if someone with a permit is not using it. Other parking management measures (such as time limits or pricing), may be appropriate and would be determined through the PMP, in order to cater for all different groups.</li> </ul>	No changes to the draft Parking Strategy.

			<ul style="list-style-type: none"> <li>The draft Parking Strategy is one initiative of a number (e.g. Urban Form and Transport Initiative; Western Bay of Plenty Transport System Plan; City Centre Refresh project) which together will contribute to providing improved travel mode choices for people to access places like the CBD.</li> </ul>	
3	Jackie Knotts (tenant at historic village)	<ul style="list-style-type: none"> <li>Are Council-controlled car parking spaces monitored? There is no use in restricting parking times unless they are monitored.</li> <li>Most of the 2 hours car parks in/near the Historic Village are taken up all day by local businesses and the hospital. For places like nearby to the Historic Village or Devonport Road the focus should be on short stay parking spaces and monitoring / policing them.</li> <li>Doesn't address the issue that shoppers will go where there is parking, and in the City centre all parking spaces are allocated.</li> <li>There is no reference to a 'congestion charge' making parking really expensive and strong policing when people overstay time limits – like Wellington does.</li> </ul>	<ul style="list-style-type: none"> <li>Council-controlled parking is actively monitored. The matters raised by the Submitter in relation to all-day parking in the 2-hour parking spaces nearby the Historic Village will be provided to Councils Parking Enforcement Team for investigation.</li> <li>The implementation of the 85% parking occupancy threshold (Section 7.1 of the Draft Parking Strategy) is intended to provide people with assurance of the availability of parking in places of high parking demand (e.g. like the CBD or nearby to large operations like the hospital). Pricing and time limits can be used to achieve parking turnover and availability and will be determined through a PMP.</li> <li>The development of a PMP for a particular place will need to consider the context and circumstances for which parking is required (e.g. tourism; shopping).</li> <li>Section 8 of the draft Strategy provides an overview of Councils approach to implementing the Parking Strategy. It is noted that PMPs are identified as a key</li> </ul>	<p>No changes to the draft Parking Strategy.</p> <p>It is noted that the Councils Parking Enforcement Team will be made aware of the issues raised in relation to all-day parking in the 2-hour parking spaces nearby to the Historic Village.</p>

		<ul style="list-style-type: none"> <li>• Since Tauranga is a tourist destination, will there be visitor parking spaces?</li> <li>• The draft Parking Strategy is too generalised. There is no specific action plan.</li> </ul>	<p>implementation tool and could be investigated when parking availability (e.g. 85% occupancy) becomes an issue. In addition, the Parking Strategy will be used to inform other planning processes like area-based plans for places like the City Centre or transport network improvement projects (e.g. how road corridor space is allocated).</p>	
4	Christo Ferreira	<ul style="list-style-type: none"> <li>• The submitter doesn't like the draft Strategy due to the lack of regard to business, the need for more available parking to support the struggling CBD and that increased costs and restrictions will encourage people to visit suburban malls.</li> <li>• The cost and benefit of public parking should include the benefits to local businesses and the utility benefit of easily finding a park.</li> <li>• The focus on a multimodal transport system completely ignores that some modes are impractical to some users or for some purposes.</li> </ul>	<ul style="list-style-type: none"> <li>• Improving the vibrancy of centres and access to them is one of the draft Parking Strategies outcomes. The parking management approach that aims for 85% occupancy is central to this through enabling sufficient availability of parking in places of high parking demand like the CBD.</li> <li>• Broader initiatives that Council is progressing like the 'City Centre Strategy Refresh and Action Plan' are also aimed at improving the attractiveness of the CBD.</li> <li>• A PMP for the CBD will determine how the 85% occupancy is achieved (e.g. likely through price and time limits). The development of the PMP should include assessment of the economic costs and benefits of the approach.</li> <li>• The draft Parking Strategy acknowledges that some modes of travel will not always be suitable or practical for some people or some purpose, and that the private vehicle has a role to play.</li> </ul>	No changes to the draft Parking Strategy.

5	Waka Kotahi, New Zealand Transport Agency (WK)	<ul style="list-style-type: none"> <li>• Commends Council for progressing this initiative and is supportive of the draft Parking Strategy noting that it aligns to the Urban Form and Transport Initiative (UFTI) and the WK 'National Parking Management Guidance'.</li> <li>• WK notes that PMPs will provide the detail on implementation of the Parking Strategy and offers its support to development these plans.</li> <li>• WK suggests it would be useful for the next steps associated with implementing the Strategy (i.e. where will a PMP be developed) and also to clarify whether there will be performance measures for PMPs.</li> <li>• WK suggest the use of the term 'mobility impairment' rather than 'disabilities' in Section 5 (Outcome 4, page 10) of the draft Parking Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>• Section 8 of the draft Strategy provides an overview of Councils approach to implementation. The need to deliver a PMP will be investigated when parking availability (e.g. 85% occupancy) becomes an issue. This will be informed by data collection/surveys of parking demand. In addition, the Parking Strategy will be used to inform other planning processes like area-based plans for places like the City Centre or transport network improvement projects (e.g. how road corridor space is allocated).</li> <li>• A PMP for the CBD is intended as a first step in implementing the Parking Strategy.</li> <li>• Performance measures are expected to be part of a PMP so the success of the parking management approach can be monitored. will be determined by influenced by the ability for</li> <li>• It is acknowledged that the term 'mobility impairment' is more appropriate than 'disabilities'.</li> </ul>	<ul style="list-style-type: none"> <li>• That the term 'mobility impairment' rather than 'disabilities' is used in the Parking Strategy.</li> <li>• That Sections 8.1, 8.2 and 8.6 are amended and clarified to confirm that monitoring of PMPs is intended to help ensure the intended outcomes from the parking approach are being achieved and if not investigations to consider alternative approaches can be undertaken. 8.6 and 8.7 are further clarified to reflect the difference between monitoring a PMP and monitoring the Strategy.</li> </ul>
6	David Caloni	<ul style="list-style-type: none"> <li>• The submitter supports the aim to reduce car traffic, pollution, stress and regenerate the town centre.</li> </ul>	<ul style="list-style-type: none"> <li>• The need to improve public transport in Tauranga and Western Bay is acknowledged through UFTI and the TSP which include significant programmes of work to enable, among other things, a more multi-modal</li> </ul>	No changes to the draft Parking Strategy.

		<ul style="list-style-type: none"> <li>In order to achieve its aim, the draft Parking Strategy needs to be supported by a public transport strategy (i.e. integrated approach to transport). The current public transport system is not an incentive to give up cars.</li> <li>The submitter suggests the need for a requirement for new buildings/offices to have cycle parking and shower facilities.</li> </ul>	<p>transport system including improved public transport services and infrastructure.</p> <ul style="list-style-type: none"> <li>The need for 'end of journey' facilities like secure cycle storage, changing rooms or shower facilities to support attractiveness of cycling as a mode of transport is recognised. Council has included within the Housing Choice Plan Change 26 (see chapter 8.5 in the draft Parking Strategy), provision for safe and secure cycle parking facilities for residential development. Further details on cycle parking and end-of-trip facilities will be taken into account in the review of the City Plan.</li> </ul>	
7	Gordy Lockhart	<ul style="list-style-type: none"> <li>The draft Parking Strategy is a welcome change for Tauranga which has for too long prioritised the single occupancy car driver.</li> <li>Those with limited access to public transport and are too far from the CBD to cycle practicably should be provided with parking options for scooters.</li> <li>The submitter encourages Council to make changes sooner rather than later.</li> </ul>	<ul style="list-style-type: none"> <li>The need for parking for different vehicle types is noted. The 'Kerbside Space Allocation Hierarchy' (Table 3 of the draft Strategy) considers e-scooter parking and scooter/motorcycle parking in different contexts/locations. However, there is no specific discussion of motorcycle parking in the draft Parking Strategy like there is for say Cycling Parking (Section 7.4). It is considered appropriate that a section is added to the draft Parking Strategy that discusses motorcycle parking.</li> <li>The need for different vehicle parking types in different locations can be considered through the a PMP.</li> </ul>	That discussion of motorcycle parking is added to Section 7 of the draft Parking Strategy.
8	Tauranga & WBOP Grey	<ul style="list-style-type: none"> <li>The submitter is writing specifically as a tenant of the</li> </ul>	<ul style="list-style-type: none"> <li>The lack of parking availability raised by the Submitter in the lower 17th Avenue area is</li> </ul>	No changes to the draft Parking Strategy.

	Power Association Inc.	<p>Historic Village and urges Council to implement changes to the street parking in lower 17<sup>th</sup> Avenue.</p> <ul style="list-style-type: none"> <li>• The bus is not an efficient mode of transport for some users at the moment and there is no parking available for elderly as most of the car park spaces are filled.</li> <li>• The submitter suggests the construction of a multi-story parking building at the hospital.</li> <li>• The submitter requests that parking management should be tailored to improve the vibrancy of Historic Village (as per parking strategy's aspirations for vibrant centres).</li> </ul>	<p>noted. This issue will be raised with the Council's Parking Enforcement Team for investigation. In addition, parking surveys of the Hospital precinct area could be undertaken to confirm the need to prioritise the development of a PMP for this broader area.</p> <ul style="list-style-type: none"> <li>• Providing parking on privately-owned land is up to the relevant landowner to consider.</li> </ul>	<p>That the Council's Parking Enforcement Team will be made aware of the issues raised in relation to parking control compliance in the lower 17<sup>th</sup> Avenue area.</p> <p>That a parking survey of the Hospital precinct area be undertaken to confirm availability of parking and need to develop a PMP.</p>
9	Bronwyn Fenwick	<ul style="list-style-type: none"> <li>• The draft Strategy is comprehensive.</li> <li>• Parking surveys need to be undertaken at Covid Alert Level 1 to get a true picture of parking demand as many people are working from homes at the moment.</li> <li>• Requests clarification on how far out of the city centre the Strategy applies.</li> <li>• Highlights the need for detailed consultation with residents on heavily parked roads and</li> </ul>	<ul style="list-style-type: none"> <li>• The need to undertake surveys at the right time/s to reflect true demand is agreed.</li> <li>• It's noted that the draft Parking Strategy is a city-wide strategy while a PMP will be area-based. Parking surveys are a way to confirm the geographic extent of a parking management approach. The extent of a PMP may also be defined through wider area-based planning processes that anticipate significant change to an area and identify parking management as a lever important to enabling that change.</li> <li>• The draft Strategy identifies the need for consultation as part of developing a PMP.</li> </ul>	No changes to the draft Parking Strategy.

		<p>commercial tenants to understand issues and needs of the area.</p> <ul style="list-style-type: none"> <li>• Asks whether the Strategy is considering parking permits for workers who need to be in the city centre.</li> <li>• Want to know who makes the decision as to which city street needs shorter term parking?</li> </ul>	<ul style="list-style-type: none"> <li>• The issue of parking permits is discussed in Section 8.3 of the draft Parking Strategy. They are not considered a useful or equitable intervention because they restrict the most optimal use of space at any given time. Other parking management measures like time and price controls tend to be more appropriate.</li> <li>• Decisions on parking management approaches, i.e. changes to the attachments of the Traffic and Parking Bylaw 2012 are made at Council level. Consultation and engagement is a key part of the development of a PMP.</li> </ul>	
10	Jane Baker	<ul style="list-style-type: none"> <li>• Parking in the CBD needs to be placed back into the 'pay' system. At 9am you can't get a car park for shopping as parks have been taken by workers. Previously when paying parking was available.</li> <li>• Cycleways should be placed within footpaths which has been successful in many countries and is a safer and better use of space.</li> </ul>	<ul style="list-style-type: none"> <li>• The draft Parking Strategy identifies parking management tools like pricing and time limits to better manage the parking supply to provide availability in places like the CBD.</li> <li>• The design of infrastructure such as cycleways is considered through Tauranga's Street Design Guide and Toolbox. UFTI and the TSP signal that the transport system across Tauranga needs to be improved to support multi-modal outcomes. This will include changes to existing road corridors to enable safe infrastructure for walking, cycling and public transport. Shared paths can be part of the mix, subject to local conditions.</li> </ul>	No changes to the draft Parking Strategy.

11	Jake Jensen	<ul style="list-style-type: none"> <li>The submitter notes there are currently no park and ride facilities, and the parking fee is unaffordable for CBD workers.</li> <li>The submitter also highlights that there is no suitable alternative to cars. Public transport is not efficient.</li> </ul>	<ul style="list-style-type: none"> <li>UFTI and the TSP have identified the potential for park n ride facilities to support the shift towards a more multi-modal transport system. An investigation (known as the Combined Public Transport Services &amp; Infrastructure business case) now funded by the Council, BoPRC and Waka Kotahi is about to commence and will consider in more detail the viability, timing and location of park n ride facilities. This work will also investigate and identify improvements (services and infrastructure) to deliver a more effective public transport.</li> <li>'Supporting Access for all' is a key outcome of the draft Parking Strategy. PMPs will need to demonstrate how this outcome is given effect to through the parking management approach that is identified.</li> </ul>	No changes to the draft Parking Strategy.
12	Tranquillo Beauty Clinic	<ul style="list-style-type: none"> <li>The sooner a move to a user pays basis that discourages long term on street parking to free up the availability of parking for clients the better.</li> <li>There has been inadequate enforcement and communication of many parking changes in the past.</li> <li>Unless supported by 100% enforcement people work out how to 'work the system' which undermines the parking approach.</li> </ul>	<ul style="list-style-type: none"> <li>Pricing and time limits are identified in the draft Parking Strategy as key management approaches to support the availability of parking spaces for visitors. The PMP to be developed for the City Centre will determine the approach to the use of time limits and pricing.</li> <li>Clear communication and consistent enforcement of parking management approaches is important. While these matters are discussed in Section 8 of the draft Strategy it is considered that further discussion of them could be added.</li> </ul>	That text is added to Section 8.1 of the draft Strategy to better acknowledge the importance of clear communication and consistent enforcement to the success of any PMP.



13	The Kollektive – TK	<ul style="list-style-type: none"> <li>• The draft Parking Strategy is a welcomed as a necessary and environmentally appropriate solution for a modern Tauranga.</li> <li>• Tauranga is the worst offender in single occupancy vehicle use and change is needed for the betterment of the City.</li> <li>• Those with limited access to public transport and are too far from the CBD to cycle practicably should be provided with parking options for scooters.</li> <li>• The submitter encourages Council to make changes sooner rather than later.</li> </ul>	Same as Submission No.7 above.	Same as Submission No.7 above.
14	The Incubator Creative Hub	<ul style="list-style-type: none"> <li>• The parking at the Historic Village is constantly used by DHB staff.</li> <li>• The number of car parks is not enough for the visitors and workers of many businesses and education centres.</li> <li>• Can all businesses at the Historic Village/Council and DHB work together to entertain the idea of multi-storey carpark building or a private car parking such as Wilsons?</li> </ul>	<ul style="list-style-type: none"> <li>• The issue of parking availability in the 17<sup>th</sup> Avenue area has also been raised Submitters 3, 8, 15 and 18.</li> <li>• Solutions to the parking pressures (e.g. a new parking building) facing the Hospital precinct are able to be considered through the development of a PMP or the wider area-based planning that for the area.</li> </ul>	<p>No changes to the draft Parking Strategy</p> <p>That the Council's Parking Enforcement Team will be made aware of the issues raised in relation to parking control compliance in the lower 17<sup>th</sup> Avenue area.</p> <p>That a parking survey of the Hospital precinct area be undertaken to confirm availability of parking and need to develop a PMP.</p>

15	Rolph Hediger	<ul style="list-style-type: none"> <li>The parking management approach nearby the Historic Village is affecting people's ability to visit this facility and this will only get worse as it gets busier.</li> </ul>	The issue of parking availability in the 17 <sup>th</sup> Avenue area has also been raised Submitters 3, 8 and 18.	<p>No changes to the draft Parking Strategy</p> <p>That the Councils Parking Enforcement Team will be made aware of the issues raised in relation to parking control compliance in the lower 17<sup>th</sup> Avenue area.</p> <p>That a parking survey of the Hospital precinct area be undertaken to confirm availability of parking and need to develop a PMP.</p>
16	Allan Gifford	<ul style="list-style-type: none"> <li>The submitter advises that parking revenue should be ring-fenced and only used for parking.</li> <li>Currently, parking in CBD is at or over 85% capacity and there is no obvious plan to increase the parking supply.</li> <li>The draft Parking Strategy does not deal with parking consistency in various centres.</li> </ul>	<ul style="list-style-type: none"> <li>Chapter 6.5 of the draft Parking Strategy discussed the costs of a parking space, and that there are typically subsidised by ratepayers at a citywide level, rather than generating a revenue.</li> <li>The parking pressures facing the CBD are acknowledged. The development of a PMP for the CBD is intended as a first step in implementing the Parking Strategy.</li> <li>The Parking Strategy is intended to provide a framework on how to manage parking demand across the city more consistently, i.e. when parking demand often exceeds 85%, Council will prepare a PMP to better manage demand and supply. However, it is through PMPs that tailored place-based implementation will occur, relative to the local issues, the type of the demand, and parking occupancy levels.</li> </ul>	No changes to the draft Parking Strategy.

17	Mainstreet Tauranga Incorporated	<ul style="list-style-type: none"> <li>The submitter thanks Council for its support in providing 2-hours free parking in the CBD.</li> </ul> <p>Generally, the submitter supports the draft parking strategy, but notes the following:</p> <ul style="list-style-type: none"> <li>Parking spaces in CBD have declined over the years exacerbating the shortage in supply in CBD.</li> <li>2008 Beca/TCC parking study highlighted the same issues with the little progress made. This is a frustration.</li> <li>Currently, parking spaces are removed for streetscape beautification and planned development. Retrofitting parking to streetscape and planned development should be part of the PMP to ensure a balance between parking supply and demand.</li> <li>PMP should be planned rather than be reactive. Accurate data collection on parking supply and use.</li> <li>Parking enforcement &amp; technology should be combined with data collection as this will ensure monitoring, and 85% occupancy rule. Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>The need to progress with implementation of the Parking Strategy once adopted is acknowledged. This is reinforced through the findings UFTI and the TSP. There is budget approved in the Councils Long Term Plan to support the development of PMPs commencing this financial year.</li> <li>The draft Parking Strategy identifies that implementation of a PMP is intended to be 'integrated, incremental and responsive' (Section 7, page 14). This will be informed by, for example, survey data, user needs, wider place-based objectives for areas, how approaches support desired changes to the transport network, and include engagement with the local community.</li> <li>The 'City Centre Strategy Refresh and Action Plan' project (commencing November 2021) will also support a more-planned approach to parking management.</li> <li>The importance of parking enforcement as raised by the submitter is acknowledged and discussed in Section 8.4 of the draft Parking Strategy.</li> <li>The use of technology and (digital) communication to manage parking is acknowledged and addressed in Section 8.4.</li> <li>Communication is acknowledged to be a key part of any proposed change with regards to parking in any centre. This should be further clarified in paragraph 8.1 of the draft Parking Strategy.</li> </ul>	That the wording of Section 8.1 (Parking Management Plan) is clarified to acknowledge the importance of communication when investigating and implementing any proposed changes to parking management.
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		<p>monitoring system, data driven, identifying over-stayers.</p> <ul style="list-style-type: none"> <li>• There is a public perception that CBD doesn't have enough parking spaces (exaggerated by the TCC parking building issue). Communication is the key to change this perception, so digital tracking system (telling number of empty spaces and locations).</li> <li>• Before increasing the parking prices to divert people to alternative modes, the alternative modes shall be desirable, fit for purpose efficient, and convenient.</li> <li>• Supports incremental change to price. The mixing of 'parking limits' and 'pricing' should be avoided.</li> <li>• Any changes to pricing should be mindful of its potential impact on businesses. Otherwise people will turn to suburban shopping malls.</li> <li>• Need to also supply bicycle parking and shower facilities to support the shift to other modes.</li> <li>• How do shopping malls or private parking facilities encourage alternative transport</li> </ul>	<ul style="list-style-type: none"> <li>• Digital information and technology is noted as a key tool to provide up-to-date and accurate information to visitors, which is noted in Section 8.4. Any plans to add or improve such technology would be further detailed through a PMP.</li> <li>• The PMP should consider the appropriate approach to incremental change including the impact of pricing or time limits to achieve the right mix of parking availability in combination with the broader place-based outcomes of a location and wider transport network outcomes.</li> <li>• The need for 'end of journey' facilities like secure cycle storage, changing rooms or shower facilities to support attractiveness of cycling as a mode of transport is recognised. Council has included within Housing Choice Plan Change 26 provision for safe and secure cycle parking facilities for residential development. Further details on cycle parking and end-of-trip facilities will be taken into account in the review of the City Plan.</li> <li>• The City Plan is the key tool used to achieve multi-modal transport outcomes as part of shopping mall development. The current provisions of the City Plan will need to be considered as part of any future review to ensure they appropriately support multi-modal outcomes Tauranga identified through recent processes like UFTI and the TSP.</li> </ul>	
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		modes? There should be some incentive/or otherwise to play their part in traffic reduction, congestion.		
18	Jeanette Walker	<ul style="list-style-type: none"> <li>The 17th Avenue West area and issues faced at the Historic Village need to be seriously considered. There should be 2-3 hour time limits at all times for these parking spaces.</li> </ul>	<ul style="list-style-type: none"> <li>The issue of parking availability in the 17th Avenue area has also been raised Submitters 3, 8, 14 and 15.</li> </ul>	<p>No changes to the draft Parking Strategy</p> <ul style="list-style-type: none"> <li>That the Councils Parking Enforcement Team will be made aware of the issues raised in relation to parking control compliance in the lower 17th Avenue area.</li> <li>That a parking survey of the Hospital precinct area be undertaken to confirm availability of parking and need to develop a PMP. No action required to change the draft strategy.</li> </ul>
19	Bay of Plenty Regional Council (BOPRC)	<ul style="list-style-type: none"> <li>Commends Council for progressing a comprehensive approach to parking management.</li> <li>Supports the draft Parking Strategy, its consideration of the NPS-UD, its associated implications, and how together, they can play a role in addressing the wider urban development, multi-modal transport and environmental.</li> <li>Considers the draft Parking Strategy reflects the wider mode-</li> </ul>	<ul style="list-style-type: none"> <li>The submitter's support for the draft Strategy is noted as it the request that Council moves to implementation rapidly.</li> <li>The relationship between parking pricing / caps and the use of PT and active modes is considered in Outcome 2 of the draft Parking Strategy (page 10). It is noted that price / caps are one of the many levers, accompanied with improvements to infrastructure, frequency and convenience. Further explanation of this important relationship can be added to the draft Parking Strategy.</li> </ul>	<ul style="list-style-type: none"> <li>That Outcome 2 (page 10) and 6.4 (page 13) are expanded to further explain that parking pricing has a role in the perception of the price advantage for alternative mode use.</li> </ul>

		<p>shift agenda in UFTI, the TSP, the Regional Land Transport Plan and the Regional Public Transport Plan.</p> <ul style="list-style-type: none"> <li>• Agrees with the 'integrated, incremental and responsive approach to parking management.</li> <li>• Notes that the PMP approach is supported and that there should be an initial particular focus on the City Centre and Mount Maunganui as the greatest area of parking pressure and opportunity for mode shift.</li> <li>• Support a sound monitoring and review framework to ensure PMPs deliver on agreed outcomes.</li> <li>• There is a strong relationship between parking management, public transport uptake and affordability. As such, requests the impact of parking prices and limits on public transport uptake and how this can be used in combination with fare setting to meet UFTI and TSP objectives is recognised.</li> <li>• Strongly encourages Council to move onto the development and implementation of PMPs without delay.</li> </ul>		
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20	Sustainable Bay of Plenty Trust	<ul style="list-style-type: none"> <li>• The submitter notes that the draft Parking strategy needs to clearly show how it is connected to other strategies (UFTI, TSP, JSP, City Vision, City Plan, Sustainability Strategy).</li> <li>• The draft Parking Strategy needs to be closely linked to the provision of carshare services, rideshare, walking &amp; cycling facilities, PT services including park-and-ride, PT on-demand and Mobility as a Service (MaaS).</li> <li>• There seems to be an urgent need for modelling of the whole transport system including parking. Proper analysis of parking management options (e.g. CO2 benefits; social outcomes; equity issues; pricing impact) is needed to ensure the right approaches are implemented.</li> <li>• How does the 85% work in busy places with lots of drop-off and pick-up at a short time, such as schools.</li> <li>• Supports the proposed parking hierarchy but questions where electric vehicles fit in this.</li> <li>• There is a gap in the Strategy in relation to large scale shopping centres and commercial-</li> </ul>	<ul style="list-style-type: none"> <li>• Section 4.1 of the draft Parking Strategy discusses its alignment with UFTI and the TSP and Section 8.5 discusses the role and relationship to the City Plan. The Joint Spatial Plan, City Vision and Sustainability Strategy are still in development and can be informed, as relevant, by the Parking Strategy.</li> <li>• An identified outcome of the draft Strategy is to enable a multi-modal transport system. This links to initiatives such as car share, ride share, walking, cycling, public transport. Car-sharing, in particular, is discussed in Section 7.6 as well as the parking hierarchy due to its direct implications to parking.</li> <li>• Transport modelling of the transport system has been undertaken as part of the development of UFTI and the TSP. This identified that parking management can support multi-modal, accessibility and environmental outcomes. Analysis associated with developing a PMP can, where appropriate, further consider these matters to help identify the right implementation approach.</li> <li>• The 85% is a general principle to guide where parking management approaches may be required and to support parking availability. There is a fuller explanation in the Strategy in section 7.1 on how the '85%' would be used, but is noted some further clarification is required. It will need to be applied having regard to the context and</li> </ul>	<ul style="list-style-type: none"> <li>• Clarifications made about the '85%' rule in Chapter 5, Section 6.3 and section 7.1.</li> </ul>
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		<p>industrial premises on the periphery of the City. A targeted rate should be applied to commercial parking spaces to achieve multi modal outcomes.</p>	<p>circumstances for which parking is required. The development of a PMP in consultation with key stakeholders like for example a school ensure will help to ensure the intent of the 85% availability of the existing number of spaces is achieved.</p> <ul style="list-style-type: none"> <li>• The introduction of a tax for (private) developments of new parking spaces through a tax (a parking levy) is not currently part of the draft Parking Strategy, nor part of the City Plan. These systems are well-used overseas, however, to date no examples are available in New Zealand. As such, any forms of levies, additional rates or taxes could be considered in the future and guided by successful examples elsewhere.</li> <li>• The draft Parking Strategy guides Councils approach to the management of Council-owned and controlled parking spaces. This could include the public parking in the streets nearby to a shopping centre. Parking on private land is controlled through the City Plan.</li> </ul> <p>The submitter's point about competing between centres and malls is noted. Investigations have identified that the quality and attractiveness of a location / destination and the experiences (e.g. shopping, business, entertainment, etc) it offers outweigh the issue of priced parking when they consider visiting a place.</p>	
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21	Ministry of Education (MoE)	<ul style="list-style-type: none"> <li>The key area of interest to the MoE is parking near schools.</li> <li>The MOE supports that the draft Parking Strategy's aim to prioritise drop-off zones and bus stops over long stay parking near schools.</li> <li>The MOE note that School Travel Plans are useful to manage the demands and issues associated with school pick up and drop off activities.</li> <li>The MOE strongly encourages Council to work closely with schools in the preparation and implementation of PMPs where they may impact schools.</li> </ul>	Section 8.1 of the draft Parking Strategy identifies that the development of a PMP will include consultation. Where a PMP impacts on a school there will be an opportunity to consult with schools to understand their interests.	No changes to the draft Parking Strategy.
22	Urban Task Force Tauranga (UTF)	<ul style="list-style-type: none"> <li>UTF generally supports the initiative to develop a Parking Strategy in relation to the management of public carparking.</li> <li>The supply of accessible and affordable public carparking has a key role to play in the vibrancy and desirability of Tauranga centres (especially CBD). For that appropriate parking supply is needed.</li> <li>There needs to be a specific plan for public parking in the CBD. For that planning for further parking</li> </ul>	<ul style="list-style-type: none"> <li>The general support is noted. The purpose of the Strategy is to guide the management of Council-owned and controlled parking spaces.</li> <li>The draft Parking Strategy acknowledges that parking has a role to play in the vibrancy of centres. The development of a PMP for the CBD will consider the balance between supply, pricing and time limits to ensure parking is accessible and affordable.</li> <li>As part of the City Centre Strategy Refresh and Action Plan project (commencing Nov 2021) Council will be developing a parking component of the Strategy which will assist to determine what the medium and long</li> </ul>	<ul style="list-style-type: none"> <li>That further clarity is added to incremental changes, as well as incremental pricing, also known as an 'exponential pricing' system, whereby the first few hours are relatively cheap and thus encourages turnover, but the hourly rate increases the longer someone parks. This allows flexibility to users who (sometimes unintended) need to park longer than expected. Further explanation is added to Section 7.1 of the draft Parking Strategy.</li> </ul>

		<p>buildings/sites should occur in a targeted manner around significant CBD projects. More smaller buildings should be “pepper potted” across the CBD to replace the Harrington Street building.</p> <ul style="list-style-type: none"> <li>• UTF supports the focus on how the pricing and time limits can be used to manage carparking more efficiently. However, care will need to be given to pricing as rapid price change can work against Council’s objectives. Changes in the pricing structure should be gradual and should be reflected in the draft Strategy.</li> <li>• There is a need for consistent approach to parking between Mount Maunganui’s downtown and the Tauranga CBD.</li> <li>• UTF agrees that a responsive approach to parking management requires monitoring and review in relation to the preparation of PMPs. It is critically important that Council consults with specific residents affected, businesses and community at large.</li> <li>• UTF do not agree that a permit system would result in</li> </ul>	<p>aspirations are for parking in the City Centre. Should similar Plans for other centres across the City be undertaken in the future, suitable locations for parking will be considered through those strategies in a similar way as for the City Centre. The parking component in the City Centre project will examine what role parking has in the city centre in the future, how this will be provided, where it will be provided and how this transition will occur. It will also consider what a medium-term transition plan from the current situation to the long-term vision should look like with a 10 and 20 year timeframe, and consideration will be given to what any new approach may mean for spaces currently allocated for parking. UTF has been identified as a stakeholder for the City Centre Strategy Refresh project, which will provide the opportunity to further discuss and explore the opportunities put forward in your submission, including how we may look to coordinate with future development.</p> <ul style="list-style-type: none"> <li>• This risk associated with the timing and scale of price increases is noted and acknowledged in the draft Strategy. A gradual implementation approach to implementation is identified as important to reducing the chance of people and business avoiding centres due to increased parking restrictions.</li> </ul>	
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		<p>carparking being insufficiently used. They consider that if such a system is well structured and priced, it would result in a more efficient outcome than is currently occurring.</p> <ul style="list-style-type: none"> <li>• UTF proposes to amend the Table 4 that sets out parking hierarchy. Short-stay carparking should be prioritised in the table across all zones as this will result in significant gains in carparking efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>• The Parking Strategy is intended to provide a framework on how to manage parking demand across the city more consistently, i.e. when parking demand often exceeds 85%, Council will prepare a PMP to better manage demand and supply. However, it is through PMPs that tailored place-based implementation will occur, relative to the local issues, the type of the demand, and parking occupancy levels.</li> <li>• The need for consultation as part of developing a PMP is discussed in the draft Parking Strategy.</li> <li>• Residential parking permits are discussed in paragraph 8.3 of the draft Parking Strategy. In addition, it is noted that any form permits can reduce the occupancy of parking and reduce the availability for visitors. The Technical memos developed as part of preparing the draft Parking Strategy acknowledge additional adverse effects of the use of permits, which for example include additional enforcement / administration (and therefore costs), but more importantly, permits can give users a future expectation that road space could always be used for parking. Whilst streets have a long lifetime, its use and layout do need changing over time. The introduction of e.g. a wider footpath, a bus lane, an additional vehicle lane etc. requires flexibility. A permit system makes such changes nearly impossible, as users rely on</li> </ul>	
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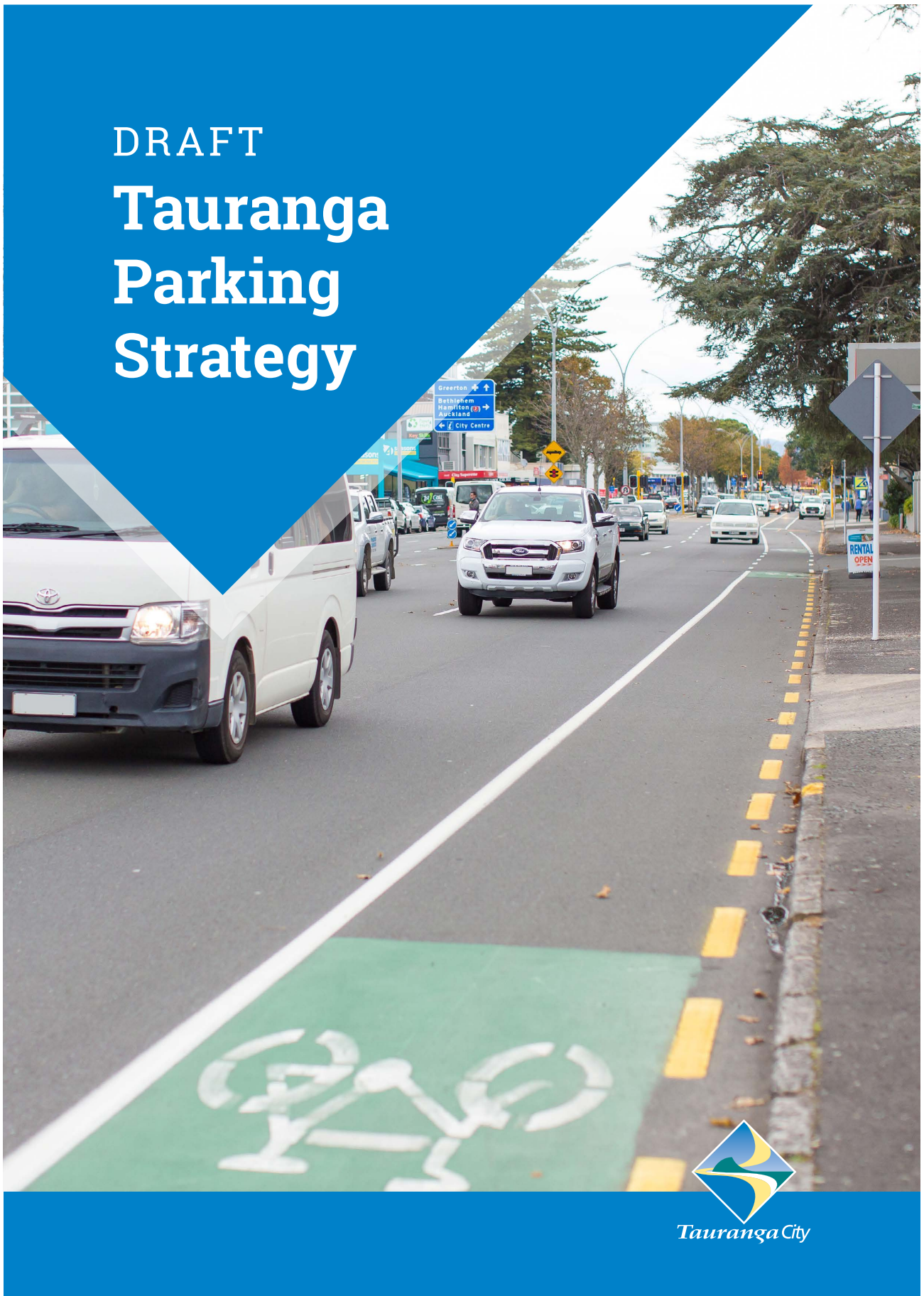
			<p>the on-street space. This also aligns with the recently adopted <a href="#">Street Design Guide and Toolbox</a> (in particular Diagram D125) that notes that on-street parking spaces have a role to play, but are primarily intended for visitors (rather than residents or others using a permit).</p> <ul style="list-style-type: none"><li>• Short-stay parking is considered very important for turnover and vibrancy of centres. The table is not intended as a fixed list, but as a focus of priority, which is described in Chapter 7.6. For example, once a street/centre has a few carshare vehicles, and loading/drop-off spaces are in place, there is no need for more, and the remainder is likely to be focussed for short-stay parking. Motorcycles parking is considered a slightly higher priority due to its space efficiency, and thereby increasing the number of visitors. It is noted that a further encouragement of short-stay parking is considered through 'exponential pricing' (also called 'incremental pricing'). Usually, where parking management is aiming for a high turnover (such as commercial centres) and where pricing is also justified, mixing of time limits and pricing on the same parking bay should be avoided. Incremental pricing (also referred to as 'exponential pricing'), where the first hour(s) have a low price, but visitors pay incrementally more for additional hours, should encourage turnover of spaces and</li></ul>	
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			allows people to have flexibility over how long they stay. This approach has also been shown in other cities to dramatically reduce the number of infringement tickets for overstaying and avoids visitors having to move their cars to a new spot or leave the centre altogether. This will be further clarified in the draft Parking Strategy.	
23	Greater Tauranga	<p>Matters raised in a workshop:</p> <ul style="list-style-type: none"> <li>• What are the levers and tools to achieve the 85%?</li> <li>• Has consideration been given to cycling parking?</li> <li>• What guidance is recommended for cycle parking, and what would be the cycle parking requirements?</li> <li>• Does the 85% mean that we'll be providing for the 85th percentile?</li> <li>• Why are residential parking permits not considered?</li> <li>• Please put more emphasis on the mode shift targets</li> <li>• Have Council considered a targeted rate (a tax, or a levy) for building more car parking spaces?</li> </ul>	<ul style="list-style-type: none"> <li>• Levels and tools to help achieve the 85% occupancy are typically pricing and time limits. There is a fuller explanation in the Strategy in section 7.1 on how the '85%' would be used, but is noted some further clarification is required. The exact tools will depend on survey data, local needs, local demands and consultation. Flexibility is required, as in some centres a time limit suits well whereas in other areas a more tailored approach may be needed to accommodate most need. For example, exponential pricing (also known as incremental pricing) is a system of parking management which is aiming for a high turnover (such as commercial centres) and where pricing is also justified, mixing of time limits and pricing on the same parking bay should be avoided. Incremental pricing (also referred to as 'exponential pricing'), where the first hour(s) have a low price, but visitors pay incrementally more for additional hours, should encourage turnover of spaces and allows people to have flexibility over how long they stay. This</li> </ul>	<ul style="list-style-type: none"> <li>• Clarifications made about the '85%' rule in Chapter 5, Section 6.3 and section 7.1.</li> </ul>

			<p>approach has also been shown in other cities to dramatically reduce the number of infringement tickets for overstaying and avoids visitors having to move their cars to a new spot or leave the centre altogether.</p> <ul style="list-style-type: none"> <li>• Council have included within the Housing Choice Plan Change 26 (see chapter 8.5 in the draft Parking Strategy), provision for safe and secure cycle parking facilities for residential development. Further details on cycle parking and end-of-trip facilities will be taken into account in the review of the City Plan. Guidance on cycle parking design is available in Waka Kotahi's 'Cycle Parking Design Guidance' document.</li> <li>• The term '85%tile' is a term in traffic engineering, but is different from the '85%' referred to here. 85%tile is often used to ensure that there is capacity / allowance that accommodates 85% of the users or speeds. The 85% threshold in the draft Parking Strategy notes that through parking management occupancy is managed to achieve 85% use of those existing spaces, rather than providing for the potential use. It is noted that further clarification of these differences is required in the draft Parking Strategy.</li> <li>• Section 8.3 of the draft Parking Strategy discusses the matter of resident parking permit. This is also discussed in relation to Submission No.3.</li> </ul>	
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			<ul style="list-style-type: none"> <li>• The emphasis given to mode shift being one of the five identified outcomes of the draft Parking Strategy is considered appropriate.</li> <li>• The introduction of a tax for (private) developments of new parking spaces through a tax (a parking levy) is not currently part of the draft Parking Strategy, nor part of the City Plan. These systems are well-used overseas, however, to date no examples are available in New Zealand. As such, any forms of levies, additional rates or taxes could be considered in the future and guided by successful examples elsewhere.</li> </ul>	
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# DRAFT Tauranga Parking Strategy





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# 1. Purpose of this document

The purpose of this document is to guide Tauranga City Council's approach to the management of Council-owned and controlled parking spaces. It does this by identifying:

- the role of parking in the wider transport network
- current issues
- outcomes that successful parking management can help to achieve
- the approaches to be applied to managing parking and the circumstances under which parking management will be required
- guidance on how, when and where changes to parking management would be considered.

As the issues and opportunities that parking presents are many and vary across different parts of the city, a variety of tailored parking management approaches are likely to be required. The principles and implementation guidance provided in this document support the delivery of that approach, including the development of place/area-based management (e.g. Parking Management Plans - PMP - or Bylaw changes), while also ensuring consistency in terms of the outcomes sought.

Therefore, this document provides direction on:

- parking in centres<sup>1</sup>
- parking on residential streets
- kerbside space allocation, cycle parking and berm parking
- the prioritisation of parking space by vehicle type/reason for parking
- park and ride facilities
- parking enforcement and monitoring.

This draft strategy does not provide specific direction on the management and supply of privately owned parking. However, it does provide direction to guide parking management in the City Plan.

**As Tauranga grows and intensifies, it becomes more important to move higher numbers of people around using transport options that have less demand on space. This means we need to manage parking supply in ways that allow as many people as possible to access the areas and activities they need to, whether they are in a car or not.**



<sup>1</sup> A centre not only refers to commercial centres, but can also be an activity centre such as a sports or events area, a beach, a Marae or a reserve: basically a place many people want to visit, generally at the same time and thereby creating parking challenges.

## 2. The development of the Draft Parking Strategy

A staged approach has been used to develop this draft strategy, which is described in Table 1 (below). In summary, the staged approach included a process of scoping, followed by investigation and information gathering (including local surveys and consideration of best practice approaches) and option development.

Table 1: Development of the Parking Strategy

Stage	What this involved	Output
Project initiation	<p>This stage involved scoping the project to identify key issues and opportunities associated with parking and how it's management can contribute to broader outcomes desired for the city. Issues and topics were suggested by key stakeholders, councillors and staff.</p> <p>The initial preliminary findings were tested and developed further through a workshop with councillors; key stakeholders were invited to these workshops.</p>	Initial development of the key issues and opportunities to be investigated and considered by the project.
Information gathering	<p>This stage focussed on undertaking investigations and gathering information to better understand the parking issues and opportunities and potential options to manage these. This work included an investigation of best practice approaches and a review of academic research of parking management approaches elsewhere. Importantly, this stage also included gathering information on local parking habits (e.g. through local parking surveys) and user values and perspectives (e.g. through resident and user perception surveys for the city centre and Mount Maunganui).</p>	<ul style="list-style-type: none"> <li>Ten technical notes on parking management, financial viability, supporting mode shift, residential streets, kerbside space, types of parking, park and rides, monitoring and enforcement and electric vehicles.</li> <li>Parking counts and survey report (WSP) for the city centre and Mount Maunganui.</li> <li>Community Insight Report (PlaceScore) which provides visitors' views on what they value in the city centre and Mount Maunganui based on surveys.</li> <li>Parking User Report (KeyResearch) which measured perceptions, attitudes and behaviours towards parking facilities in the city centre and Mount Maunganui.</li> </ul>
Option development	<p>This stage focussed on identifying the options that could be applied to manage parking. The options were tested and informed further through engagement with councillors in a workshop. Key stakeholders were invited to attend this workshop.</p>	Discussion document that tested different approaches for Parking Management in Tauranga's centres.
Development of the draft strategy	<p>This stage focussed on drafting the parking strategy, taking into account all of the information gathered and feedback received through the earlier stages of the project.</p> <p>Consultation has been undertaken in September and October 2021, submissions were reviewed and amendments were made to the draft strategy.</p>	Draft Parking Strategy.

### 3. National Policy Direction

There is considerable existing national level policy direction and guidance relevant to parking management. The following provides an overview of relevant policy direction and guidance.

- Zero Carbon Act
- Land Transport Act
- Resource Management Act
- Government Policy Statement on Land Transport (GPS)
- Keeping Cities Moving
- National Policy Statement on Urban Development (NPS-UD)
- National Parking Management Guidance
- Vision Zero.

The list above provides a snapshot of the travel and transport system related documents that guide council decision-making. There are other documents on different issues and topics of equal importance.





## 4. The role of parking in Tauranga

Economically and socially vibrant centres rely on people living in them at reasonable densities, or are able to access these centres easily to work, for business, to shop, to learn, or for leisure activities. Parking is one means to enable this, particularly if it is convenient, affordable and allows turnover of spaces and thus availability of spaces for visitors. However, it should not take up excessive space that limits the uses, lowers the amenity and/or environmental value of the centre, or prohibits access and enjoyment by other ways of moving around; otherwise it will reduce the number of people in that centre and the activities available.

There is considerable policy direction and guidance for parking management at a sub-regional and Tauranga city level. At a sub-regional level, the Urban Form and Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan (TSP) are relevant. At the city level, key relevant direction and guidance is provided in the following documents:

- Tauranga City Plan
- Tauranga's Street Design Guide and Street Design Tool
- Tauranga Walking and Cycling Economic Case (part of UFTI)
- Long-term Plan 2021-2031
- Community Outcomes 2020
- City Centre Strategy 2012
- Traffic and Parking Bylaw 2012
- Freedom Camping Bylaw 2019
- Te Papa Spatial Plan (intensification areas)
- Bay of Plenty Mode Shift Plan
- Housing Choice Plan Change 26 (intensification).



## 4.1 Urban Form and Transport Initiative: Connected Centres programme

The population of the Tauranga and Western Bay of Plenty sub-region has doubled in the past 30 years to approximately 208,000 residents. The population of the sub-region is projected to continue to grow to approximately 269,000 residents by 2050.

Accompanying the significant projected population growth is a significant projected increase in the demand for movement of people and goods. To support this demand, the Urban Form and Transport Initiative (UFTI) identified the Connected Centres programme. The Connected Centres programme will see more homes built at higher densities in existing and new growth areas, increased and improved bus services, a higher level of amenity and improved walking and cycling connections developed. These concepts are based on strong local centres and connected neighbourhoods and will require a significant change in the way we live, work, learn, play and move in the future.

With a growing population there is increased pressure for additional housing. We are also faced with fewer areas considered viable for development which means we need to make efficient use of land. A growing population also places significant pressure on our road networks and increases demand for parking on residential streets as well as in our centres.

Centres are places where many people choose to be at the same time. This includes commercial business areas and public recreational facilities such as parks, reserves, swimming pools and beaches.

Both UFTI and the Western Bay of Plenty Transport System Plan (TSP) identify that parking management is key to supporting the delivery of the Connected Centres programme and realising its benefits. There is a focus on parking availability, and how pricing and time limits can be used to manage it. UFTI also identifies that a change in parking pricing over time will be essential to increase turnover and encourage the shift to active and public transport modes.

UFTI is implemented through a number of initiatives. Two key initiatives are the Te Papa Spatial Plan and City Plan Change 26 (Housing Choice) which provide a spatial and regulatory framework for the growth and development of parts of Tauranga.

The Te Papa Spatial Plan acknowledges that an efficient parking strategy is essential to the delivery of the anticipated intensification and mode shift in the Te Papa area. In addition, since the introduction of the National Policy Statement on Urban Development in 2020, on-site parking for new development has become optional rather than a requirement under the City Plan. This change, in combination with the intensification enabled by Plan Change 26, is expected to place more demands in the public realm (e.g. streets and kerbside berms) for parking. In anticipation of this, managing parking in intensification areas such as Te Papa will be more important.

## 4.2 Tauranga's Street Design Guide

The Street Design Guide is part of Tauranga's Infrastructure Development Code, which provides detailed guidance and direction for new or redeveloped street design to achieve the outcomes from UFTI: providing space for urban growth, more efficient use of land, higher-density housing developments and mode shift from private vehicles to public transport, walking and cycling.

In the past, streets were generally designed with a primary focus on a 'link' function, leading to streets that prioritise 'movement' and minimise opportunities for 'place'. A typical example of this is a residential street with wide carriageways to allow for vehicle movement and parking. Together with the former on-site minimum parking requirements, there has generally been sufficient capacity for vehicle parking in residential areas.

The Street Design Guide puts people at the heart of the design through 10 design principles. These are illustrated below in figure 1. These form the basis for new streets, for example in new developments, but also when existing streets are redesigned. The Street Design Toolkit does note there is a role for on-street parking, however this is generally intended for visitors, shoppers, etc., not for residents or workers. The toolkit also indicates that good street design will discourage parking on the berm. As city streets are redeveloped or new streets built this should lead to a changing use of street space in the city. There will be fewer on-street parking spaces, with a greater focus on the use of these spaces for visitors. These changes will occur over time as the city is redeveloped.

Figure 1: Design principles (Street Design Guide)



### 4.3 Parking and the transport network

Parking plays an important role in the success of the transport network, particularly for people who need or choose to travel by car, and will continue to do so.

However, cars put high demands on space compared to other modes of transport, both on the road and when parked. In centres, vehicle movement and, at times, congestion can be caused by drivers searching for a parking space. These matters can impact the development of vibrant centres.

As cities grow and intensify, the competing demands for the use of public space increases. Tauranga's Street Design Guide<sup>2</sup> and tool have been introduced to support the process to inform future changes. The options for the allocation of available public space, need to be carefully considered. Allocating or providing more road space for cars and parking can become very costly. It can also exclude alternative, potentially more productive uses of that public space. In addition, on-street parking can impact the ability for parts of the transport network to function and perform as intended (e.g. the allocation of parking on arterial routes can impact traffic flow or the allocation of that space for other modes of transport).

As Tauranga grows and intensifies, it becomes more important to move higher numbers of people

<sup>2</sup> The Street Design Guide was endorsed by the City Transformation Committee in December 2018

around using transport options that create less demand on space. This means we need to manage parking supply in ways that allow as many people as possible to access the areas and activities they need to, whether travelling by car or not.

The right balance between provision for cars and provision for other modes and other land uses will shift as the city grows. An effective parking strategy will be responsive to short-term needs and local context, whilst enabling progress towards longer-term objectives to ensure that an economically and socially vibrant city is accessible for everyone and is financially and environmentally sustainable.

#### 4.4 Council's role in parking

The Land Transport Act 1998 gives the council power to impose parking controls as a road controlling authority. We are responsible for managing road space for various purposes, including parking. We also have an enforcement role.

As a local authority, we also take into account the current and future interests of the community when making decisions. One of our core roles is the provision of public goods.

Parking restrictions are implemented through changes to the Traffic and Parking Bylaw, which requires resolution from Council. Those parking controls set by Tauranga's Traffic and Parking Bylaw 2012 are enforced through infringement fees. The infringement fees are set through the Land Transport (Offences and Penalties) Regulations 1999 administered by the Ministry of Transport.

The Bay of Plenty Regional Council is responsible for operating bus services in the region, and Waka Kotahi NZ Transport Agency is the road controlling authority for state highways. On-site parking spaces are generally delivered and maintained by private parties.





## 5. Outcomes from parking management

Parking management has a key role in supporting the strategic direction for urban form and transport for Tauranga as described in the national, sub-regional and local level strategies and plans. The following outcomes identify and describe how parking management can contribute to achieving the strategic outcomes identified in those documents.

### Outcome 1: Improving vibrant centres and access to centres

Parking management can enable people to visit commercial, recreational and civic centres by helping to make sure visitors can find a place to park. It can also encourage people to consider walking, cycling or the use of a bus to visit centres and, in doing so, support vibrancy and access to centres. Parking management approaches that aim for 85% occupancy of the existing spaces can generally enable sufficient availability for people to use and increases activity levels in a centre. In commercial centres increasing turnover can be an additional goal.

### Outcome 2: Enable a multi-modal transport system

Parking management can incentivise the use of public transport, walking and cycling, and micro-mobility. In doing so, parking management can contribute to mode shift and the achievement of its outcomes.

Pricing parking is one management approach that can incentivise the uptake of other transport options. However, parking levers like pricing or time limits should be integrated and accompanied by other improvements to infrastructure or the frequency and convenience of a public transport service. This would ensure greater achievement of desired outcomes at a broader urban development and transport system level. As an example, pricing all-day car parking in and around centres above the cost of a return public transport journey can be an effective tool for incentivising public transport use by commuters and as such, supporting a more multi-modal transport system, and when combined with service improvements the benefits achieved can be greater.

### Outcome 3: Enable a more attractive and compact urban form

The amount of space allocated to parking in new developments has a large impact on the potential housing densities, both on-street and off-street. Through the NPS on Urban Development new developments are not required to provide on-site parking. This can lead to higher densities, more houses, and a more compact urban form. However, developers may choose to continue providing on-site parking to respond to the market needs.

Freeing up street space from parking allows for higher density development and more public spaces, and supports active transport modes such as walking and cycling.

### Outcome 4: Supporting access for all

A parking hierarchy helps to prioritise parking spaces to those with the greatest need. Allocating parking spaces to people with mobility impairments will be prioritised to ensure access. Parking management helps to move away from 'ratepayer-paid' to 'user pays'. The operation of Tauranga's parking management (until 2019) was typically paid for by parking fees and enforcement. The construction and maintenance of spaces outside centres are generally ratepayer-paid. Statistics tell us that people with lower disposable incomes generally drive less, or don't drive at all, yet pay for city-wide parking spaces through their rates. A 'user pays' system will also help to support more affordable multi-modal transport options, for which the quality can be improved the more users there are. As such, a parking hierarchy and a 'user pays' approach helps to support access for different groups.

### Outcome 5: Ensuring value for money and best use of resources

We want to make sure that council parking revenue covers the cost of providing parking, as well as encouraging private providers to operate in areas with a lack of supply. The UFTI Final Report also aims to 'ensure value for money from the agreed strategic plan'. Value for money is a key objective in all business cases undertaken by council, and any future council investments in parking assets would need to provide value for money and efficient use of land.



## 6. Parking: Key Challenges

There are a number of key parking challenges facing Tauranga. These are discussed below.

### 6.1 Integration and alignment

The parking strategy will be implemented in the context of a changing and, in part, still developing wider policy context. This includes, for example:

- the Urban Form and Transport Initiative
- the National Policy Statement on Urban Development including the focus on more urban intensification
- the Government Policy Statement on Transport and particularly the focus on mode shift
- the Climate Change Response (Zero Carbon) Amendment Act and the focus on needing to reduce emissions particularly through mode-shift.

The integration and alignment of the relevant policy direction and implementation tools, alongside the community's acceptance of the need and benefits for change, is a key challenge in the delivery of the parking strategy.

### 6.2 Tauranga is growing, and demand for parking is increasing

The population of Tauranga (and the Western Bay of Plenty sub-region) has doubled in the past 30 years to approximately 208,000 residents. The population of the sub-region is projected to continue to grow to approximately 269,000 residents by 2050. Tauranga's housing supply is already stretching, and more homes are required, whilst there is limited suitable land available for growth.

If high car ownership rates continue with an increasing population, this will place significant pressure on our road network and increase demand for parking both on residential streets as well as in centres. To accommodate this population growth, UFTI recommends we need a more efficient transport system that makes better use of the limited space. Space-efficient forms of transport include public transport, walking and cycling.

Evidence tells us that parking spaces, similar to road space, fill up if we provide more of them. This is called 'induced demand'. If new parking spaces are being developed, drivers that currently park on-site may choose to park in those new spaces, and use their space for other purposes. Others who currently park a bit further away may choose to park closer by, and as such the parking spaces are quickly filled up. Continuing to provide more parking spaces tends to lead to more demand for parking, more people driving, and more pressure on our roads. This is particularly the case for parking spaces that are free to use.

### 6.3 Availability of parking spaces

Local and international evidence tells us that the main reasons to visit a place are the attractiveness, the convenience to get there, and for centres, the shops that people want to visit. In a vibrant centre it is essential that people can access the space. A full car park and driving around several blocks to find a parking space can be frustrating, and influences the convenience of getting there. An inability to park is often wrongly perceived as 'not enough parking', but it means that the balance between parking supply and demand isn't managed well (pricing, time limits). Studies from here in Tauranga, nationally and internationally confirm that the destination is more important to people than the price



of parking. This aligns with UFTI's recommendations: 'While we pay more for parking than we used to, it is there when we need it'. Parking management approaches, i.e. pricing and time limits, that aim for 85% occupancy of the existing spaces can generally enable sufficient availability for people to use and increase activity levels in a centre. Chapter 7.1 describes this approach in more detail.

## 6.4 Encouraging mode shift

Convenience and speed are key drivers for people to choose a mode of transport, but price often follows close behind. When parking is provided to users free of charge, but there is a cost for users to ride the bus, for example, this provides a financial nudge for people to continue using their vehicles. This is particularly the case in centres where parking demand is typically higher but also where the number of bus services are higher too. Together with managing supply and demand better, and therefore improving the availability of parking, parking management measures such as pricing will also help to encourage mode shift. Therefore, pricing parking can raise awareness and improve people's perceptions of the costs of driving relative to taking other modes of transport.

## 6.5 The costs of a parking space for ratepayers

Land values have increased significantly over the past few decades, and with the continuing growth of the City, pressure on land will get higher. Each parking space takes up land and, except for the city centre, these can currently be used by drivers free of charge. The construction cost of providing one parking space, including land costs, is estimated to be between \$14,000 and \$75,000, depending on the location. These costs are paid for by ratepayers, and although there are some parking revenues through fees and parking enforcement, most parking spaces in Tauranga are subsidised by ratepayers. This includes a subsidy from those who cannot or do not drive a car and including those who are paying for a bus service, for example.



## 7. Parking management approaches

When looking at parking management it is important to recognise that parking is required for a number of purposes, and each of these may need a different approach to management. Therefore, each local management approach needs to consider the context and circumstances for which parking is required, for example, a need for short-stay parking vs. a need for long-stay parking. It is also important to recognise that considerable public and private parking already exists which influences travel decisions, the form and performance of the transport network, and the form and vibrancy of places.

Given this, an approach which is broadly described as **integrated**, **incremental** and **responsive** is intended.

- In terms of **integrated** and **incremental**, this means that changes to parking management should be linked to desired changes to the general transport system (such as improvements to public transport services or to vehicle priorities on key arterial roads or streets), or to the appeal of key centres as locations for higher density development or increased activity and vibrancy.
- In terms of **responsive**, this means that management approaches will be considered where parking issues are more pressing (e.g. within centres) or where opportunities are presented (e.g. due to development or network improvement opportunities). A **responsive** approach to parking management also involves ongoing monitoring and review of the parking management approaches that are in place. This is to ensure they are achieving the outcomes intended, and if not can be reviewed to ensure their effectiveness.



## 7.1 Parking occupancy in (and around) Tauranga's centres

We expect that, over time, all of Tauranga's key centres will require parking management that is developed incrementally and is responsive to change. A centre not only refers to commercial centres but can also be an activity centre (such as a sports or events area), a beach or a reserve, meaning a place many people want to visit, generally at the same time and thereby creating parking challenges.

In predominantly commercial areas some businesses will prefer a high turnover of spaces if they have multiple customers that only frequent their premises for a short time, such as a post office or coffee takeaway. Other businesses may prefer their visitors to stay longer, such as a cinema or a restaurant. However, other types of activity 'centres' such as reserves, beaches and recreational areas may need to focus on allowing for longer parking times.

Parking demand in centres can also vary at different times of the day, different days of the week, or in different seasons, and with some areas catering for different activities.

Typical measures to balance interests in high parking demand areas will include the introduction of a time limit or a form of paid parking. These can vary by street, block or off-street parking area. For example, the heart of a predominantly commercial centre could be more popular than surrounding streets or nearby reserves, and therefore these prime spaces may require higher prices or shorter time limits to achieve optimal occupancy.

Usually, where parking management is aiming for a high turnover (such as commercial centres) and where pricing is also justified, mixing of time limits and pricing on the same parking bay should be avoided. Incremental pricing (also referred to as 'exponential pricing'), where the first hour(s) have a low price, but visitors pay incrementally more for additional hours, should encourage turnover of spaces and allows people to have flexibility over how long they stay. This approach has also been shown in other cities to dramatically reduce the number of infringement tickets for overstaying and avoids visitors having to move their cars to a new spot or leave the centre altogether.

Our focus in centres is to provide flexibility and optimise the use of parking spaces. Long-stay parking and reserved (leased) spaces are likely to have a place in Tauranga's centres for the foreseeable future, but management approaches such as pricing and time controls are likely required at levels that promote optimal use and high turnover in order to achieve the objectives of the parking strategy. Generally, commuters who need to travel by car would likely pay per hour at incrementally higher rates, and there would be exceptions for mobility parking users. Please see the approach to mobility parking below for more information.

In centres with pricing or time limits, there is a risk that users may try to avoid paying for parking or overstaying a time limit by parking behind the kerb, on the grass, or in a public reserve. This reduces the effectiveness of parking management, and as such should be prevented, in particular, near centres. The approach to berm parking is further discussed in the section below.

An 85% parking occupancy level of the existing spaces for centres is intended. This is a 'graduated' parking management approach, and is explained in Table 2 on the following page. The term 'graduated' approach is also used to acknowledge that, where possible, changes to parking management will tend to be implemented incrementally. This could mean that over time ongoing changes in the parking management approach to an area will be required to achieve an 85% occupancy of the existing spaces.

Table 2: Why 85% occupancy is important

Parking is well utilised	Easy to find a park	Implementation can be closely monitored	Delays increases in parking supply	Parking eventually pays for itself
85% occupancy ensures the existing parking resource is well utilised.  Using 85% occupancy as a benchmark for optimal utilisation, prices should increase when occupancy is above this level, or be lowered if parking spaces are under-occupied.	85% occupancy means that along any street or in any parking area around one park will be available for every six - seven spaces provided. This gives visitors assurance that they can find a car park quickly and avoid delays to other traffic.	If restrictions are implemented gradually and 85% is the target occupancy rate, this significantly reduces the chance of people and businesses avoiding the centre due to the increased parking restrictions.	Increasing off-street parking supply is expensive; for example, a new parking building would take over 50 years to pay off using current pricing. Parking spaces that are free to use, typically outside centres, are paid for by all ratepayers rather than the users.	Over time the costs of parking will increase and reach a rate whereby the predicted revenue from the provision of new off-street parking exceeds the land, capital and operational costs of providing parking.

A parking management plan is intended to be the key tool to deliver the 85% graduated approach to parking occupancy in centres. This is discussed in section 8.

## 7.2 Parking on local streets

Generally, all members of the public will have equal opportunity to utilise public on-street parking in residential areas, including contractors, visitors of residents and visitors to nearby amenities (e.g. a centre or a reserve).

As Tauranga continues to grow, and more homes are built, typically at higher densities and with more road space allocated to public or active transport, it is likely there will also be more pressure for on-street car parking. Until 2020, all new developments in Tauranga had to provide a minimum number of on-site parking spaces, either in the form of a garage or a paved area. Residents who preferred to use their garage for other uses, or those with more vehicles than the number of on-site spaces, can currently park their vehicles on the street if space and parking restrictions allow, or informally on berms (also see 6.5). Residents near centres, along arterial roads without on-street parking, or those who live in narrower streets do not always have this option. As housing density increases and streets are redesigned, this will also increase pressure for on-street parking.

The need for more homes continues to grow whilst there is less suitable land available. The UFTI recommended programme notes that higher housing densities are required, combined with a shift towards more sustainable modes of transport for which road space is also required, which may also lead to less space for on-street parking.

As a result of the National Policy Statement on Urban Development, new developments also within existing urban areas are no longer required to provide on-site car parking spaces. This has the potential to increase the demand for parking on the streets in residential areas and will need to be managed carefully. The national policy statement also strongly encourages councils to 'manage effects associated with the supply and demand of car parking through comprehensive parking management plans'.

The recently finalised Street Design Guide and the Street Design Tool also note that on-street parking is generally intended for visitors, shoppers, etc. rather than residents or long-stay parking. This is also reflected in the hierarchies in paragraphs 7.5 and 7.6.

Developers and future residents should consider any need for on-site parking carefully, noting that unrestricted on-street parking, as publicly owned land, may not be as plentiful in the future.

In existing local streets, where the road layout needs to be changed, or where residential areas are in the vicinity of commercial centres or other large employment areas, higher parking occupancy levels are likely to occur during working days due to commuter demand, whereas sport centres, event centres, reserves or beaches generally see higher use during the evenings or weekends.

When parking occupancy becomes, or is expected to become an issue in the near future, council will consider making changes to parking management on streets in residential areas. An 85% occupancy rate will be used as a guide to investigate changes to parking management in residential areas. In line with the introduction in chapter 6, any change would be incremental and managed carefully. In both future growth areas and streets that are designed, the hierarchies in paragraph 7.5 and 7.6 as well as the Street Design Guide will guide the use of road space.

A parking management plan is intended to be the key tool to deliver the 85% graduated approach to parking occupancy in residential areas. This is discussed in section 8.

### 7.3 Parking near schools

Similar to malls and private businesses, council has limited control over how schools manage their on-site parking supply, such as through City Plan or Notice of Requirement processes. However, council can influence how the road space, including on-street parking nearby schools, is managed. As with any 'centre' where many people visit at the same time, parking management will aim towards the optimal 85% occupancy.

Safe drop-off and pick-up locations are relevant, and fully align with the 'approach to prioritising different types of parking' in chapter 7.7. A school represents a 'centre' and thus prioritises safety with space for walking and cycling. Drop-off zones and bus stops would be prioritised over long-stay parking, however pick-up zones are hard to manage and enforce which can create safety issues. These are therefore not recommended near schools. Instead, short-term parking spaces in the vicinity, but away from the school gate can be used. Berm parking should not be permitted directly near schools.

When parking surveys indicate the need for a parking management plan near a school, we work together with the Travel Safe team and schools.

### 7.4 Cycle parking<sup>3</sup>

Cycle parking, together with safe and attractive cycle infrastructure, is an essential element to enable trips by bike, e-bike, scooter or other mobility devices. Cycle parking is much more space-efficient and affordable than car parking and should be considered as essential as car parking. Ten or more cycles can fit in the same space as one car. Future revisions of the City Plan will provide further details for private property on-site cycle parking requirements. Tauranga's Street Design Guide and Waka Kotahi NZ Transport Agency's Cycle Parking Guidance<sup>4</sup> provides design considerations for cycle parking in public areas. The Kerbside Space Allocation Hierarchy (below) highlights the need for cycle parking primarily in centres and should be considered before allocating space to vehicle parking.



## 7.5 Motorcycle parking

Motorcycle parking is more space-efficient and affordable than car parking (i.e. more motorcycles can fit in the same space as a single car). There is limited national direction on how to prioritise motorcycle parking. However, due to its space-efficiency there is justification to provide it with a level of priority. Tauranga's Parking Bylaws allow for road space to be allocated for motorcycle parking. Where there is an increased demand shown through surveys, the introduction or extension of motorcycle parking can be considered through a PMP.

It is recognised that motorcycle parking is currently provided in Tauranga free of charge, but that time-limited or priced motorcycle parking can be considered if demand increases to the point that further parking spaces need to be converted into motorcycle parking.

The Parking Hierarchy (Table 4 below) highlights that motorcycle parking is considered a lower priority than car-share vehicle parking and drop-off, but a higher priority than general car parking, and should be considered before allocating space to vehicle parking.

## 7.6 Parking on kerbsides and berms

The road or street is a public space and has different functions throughout the city depending on the priorities for that space. Tauranga's Street Design Guide provides classifications around street functionality and the relevance of both link (movement) and place.

The edge of road is also known as the 'kerbside' or the 'road margin'. Currently, most streets have a berm that can (informally) be used for vehicle parking, as also outlined in the Land Transport (Road User) Rule 2004<sup>5</sup>. These rules also set out that councils have the ability to introduce bylaws, signs or markings to make exceptions to this rule.

Movement of people is the main objective for streets categorised as 'links' (this includes arterial roads), and therefore kerbside for moving people generally has a higher priority than parking or outcomes for public areas. On streets primarily categorised as a 'place', there can be multiple functions; for example, if a commercial centre sits on that road, the primary objective may be for businesses to operate and for people to shop, work or play, and the development of an attractive, accessible centre may be the highest priority.

In line with the Street Design Guide, table 3 below (Kerbside Space Allocation Hierarchy) provides an overview of typical priorities for different types of streets in different types of areas in relation to parking. As shown in Table 3, safety, property access and moving people is typically a higher priority than vehicle parking. This does not mean that no parking would be available, but the hierarchy will be used as a guide to identify priorities where a street is planned to be upgraded or redesigned (using the Street Design Tool), or when a parking management plan is undertaken for a particular area.

Parking behind the kerb, also known as berm parking, can currently be restricted through a change of the Traffic and Parking Bylaw 2012<sup>6</sup> in tandem with erecting a sign. Berm space is typically used for utilities, such as power cables, gas pipes, fibre networks and water pipes. In case of emergencies, utility providers will need to access utility cables at all times. Berm space, either planted or grassed, also adds to the amenity of a street which is an important aspect of Tauranga's adopted Street Design Guide. Especially in and around centres and schools, berm parking can reduce the effectiveness of parking management and is already subject to controls. A review of the approach to berm parking under the Traffic and Parking Bylaw could consider whether the current approach is still the most effective or whether it is appropriate to be updated.

<sup>3</sup> This includes parking for all existing and future Personal Mobility Devices, but referred to as cycle parking for simplicity.

<sup>4</sup> Waka Kotahi NZ Transport Agency provides further planning and design guidance: <https://www.nzta.govt.nz/assets/resources/cycle-parking-planning-and-design/cycle-parking-planning-and-design.pdf>

<sup>5</sup> <https://www.legislation.govt.nz/regulation/public/2004/0427/latest/DLM303098.html>

<sup>6</sup> Referred to in section 12.1 and 123, as well as the Traffic and Parking Bylaw attachments.

Table 3: Kerbside Space Allocation Hierarchy

Priority	Main Street Typology <sup>7</sup>				
	Residential		Commercial / Activity Centre		Industrial
	Link	Place	Link	Place	Both Link and Place
Higher priority	Safety: reduced crash risk				
	Existing property access, space for utilities, and emergency vehicle access (e.g. ensure existing property access is retained and also accommodates vehicle movements along the street to access properties)				
	Footpath (e.g. new footpaths or widening to accommodate high demand from pedestrians)				
	Public transport and biking (e.g. public transport stops, bus lane, cycleway)			Public realm improvements (e.g. trees, landscaping, dining areas)	Public transport and biking (e.g. public transport stops, bus lane, cycleway)
	Other vehicle movements (e.g. cars, vans, trucks, motorcycles)	Public realm improvements (e.g. trees, landscaping, playgrounds)	Other vehicle movements (e.g. cars, vans, trucks, motorcycles)	Public transport and biking (e.g. public transport stops, bus lane, cycleway)	Other vehicle movements (e.g. cars, vans, trucks, motorcycles)
	Public realm improvements (e.g. trees, landscaping)	Mobility parking and other vehicle parking (see Parking Hierarchy for prioritisation of different parking types)	Mobility parking	Mobility parking	Cycle parking
	Mobility parking and other vehicle parking (see Parking Hierarchy for prioritisation of different parking types)	Other vehicle movements for other than residents and visitors (e.g. cars, vans, trucks, motorcycles)	Cycle parking	Cycle parking	Vehicle parking (see Parking Hierarchy for prioritisation of different parking types)
			Public realm improvements (e.g. trees, landscaping, dining areas)	Vehicle parking (see Parking Hierarchy for prioritisation of different parking types)	Public realm improvements (e.g. trees, landscaping, dining areas)
Lower priority			Vehicle parking (see Parking Hierarchy for prioritisation of different parking types)	Other vehicle movements (e.g. cars, vans, trucks, motorcycles)	

<sup>7</sup> Source: Tauranga Street Design Guide matrix

## 7.7 Prioritising different types of parking in different areas (i.e. Parking Space Hierarchy)

This section outlines the priority level for a type of parking space, not the number of spaces. The parking hierarchies below only apply when a decision to allocate kerbside space for vehicle parking related activities has already been made.

Parking type is listed in table 4 from higher priority (top) to lower priority (bottom). For example, short-stay parking is considered a higher priority in commercial centres to enable more visitors that can use a space increasing parking turnover and footfall, whereas enabling longer stays can be a goal for civic or recreational centres, and as such will help achieve the strategic outcomes.

This hierarchy does not necessarily mean that the most parking spaces will be provided to users at the top of the hierarchy, but rather that consideration to accommodating those users needs should be given priority before considering how to accommodate the next group of users in the hierarchy. For example, if, in a particular context, the demand for car share parking is accommodated, there would be no need to reserve further parking for car share schemes and decision-makers could then move through the hierarchy to consider parking provision for other users. The same would apply to loading zones, particularly in centres and industrial areas. These are essential for the operation of centres and are often required at a specific location, such as near loading entrances.

Car share parking is considered to have a higher priority in the proposed hierarchy below. Car share can allow commuters to travel by alternative modes of transport, but still have access to a car for business meetings if required. This can free up other parking spaces for other users and is therefore considered to have a higher priority.

Initiatives to encourage the uptake of more sustainable vehicles, aligned to carbon emission reduction may be considered in a parking management plan. This is aligned to the Transport System Plan, which identifies a further action to develop an electric and hydrogen vehicle uptake strategy. The Transport System Plan (TSP) notes this could include parking incentives, charging infrastructure and fleet vehicle policies. Where third parties wish to introduce electric vehicle charging facilities, this will be expected to be on private land and/or off-street. It should also be noted that electricity cords to charge a vehicle should not cross pathways from, for example, a house to an electric vehicle: pathways always need to be clear of any obstructions as electricity cords can cause a hazard to pedestrians.

The parking hierarchy (Table 4) below applies to all types of vehicles; for example, boat-trailers that are parked for a full day are considered as long-stay parking.

**Table 4: Parking Hierarchy**

	Residential	Commercial / Activity Centre	Industrial
Higher priority	Car share parking Small PSV pickup/drop of spaces (inc taxi stands and loading spaces) Short-stay motorcycle parking Short-stay general parking Long-stay motorcycle parking Long-stay general parking	Car share parking Small PSV pickup/drop of spaces (inc loading spaces) Short-stay motorcycle parking Short-stay general parking Long-stay motorcycle parking Long-stay general parking	Car share parking Short-stay motorcycle parking Short-stay general parking Long-stay motorcycle parking Long-stay general parking
Lower priority			

## 7.8 Mobility parking

Mobility parking spaces (also known as ‘accessible carparks’, or disability parking) must be prioritised.

Where mobility parking spaces are often full during the busiest times of the day, this highlights a need that one or more regular parking spaces may need to be retrofitted into mobility car parking spaces. It is for this reason that mobility parking is considered part of the Kerbside Space Allocation before designating how the remainder of parking spaces can be best utilised.

Parking management rules will still apply to mobility parking spaces but will acknowledge that users of these spaces may require more time.

Mobility parking spaces can sometimes need more space than other parking spaces to support accessibility requirements of the user. Design guidance for mobility parking spaces is currently not consistent. To ensure that mobility parking spaces are fit for purpose, at a suitable location, consistent and recognisable, council will work together with partners in promoting and/or developing a standardised design guidance.

## 7.9 Park and ride

Provision of park and ride parking is an option at the periphery of cities, where dispersed communities need to access the city without incurring excessive fuel and parking costs and without adding to congestion on the city’s arterial roads. Located in the right places, park and ride facilities can expand the coverage of the public transport network. Suitable locations intercept car commuters in their journeys and can be located ahead of congested bottlenecks on the road network.

Park and ride facilities closer to urban centres are generally not considered a viable option to support agreed transport and urban development outcomes as they encourage people to drive into the city, leading to higher levels of congestion, and because they require more high value inner-city land to be used for parking. It is for this reason that park and ride facilities are often developed at the city fringes, or even outside the urban boundaries.

Investments in park and ride and investments in additional car parking and should only be considered when other parking management strategies in centres have been exhausted and where the investment is financially viable. Land at the periphery of Tauranga is expensive and parking provision would be competing with demand for housing, industrial and commercial developments, open space and other infrastructure. Park and ride also relies on frequent bus services from that location and the availability of those services, making the area more appealing for housing and commercial development.

The viability will rely on the relative costs and convenience of the park and ride as compared to driving into the city and parking. Typical criteria for a park and ride facility to be successful are the following:

- a cost and convenience advantage for users where the cost of a two-way bus ticket is lower than the cost of driving and parking in the centre
- traffic congestion on key routes to the centre, and bus priority that provides bus users a travel time advantage
- frequent public transport services that provide a reliable, regular and fast routes to a centre
- close proximity to main roads so the site is convenient to access for car drivers and bus users
- an attractive, convenient and safe environment.

UFTI and the TSP identify the need to explore the use and viability of park and ride. Investigations are included in these programmes to determine how, when and where park and ride facilities can contribute to the realisation of the benefits identified by UFTI and the TSP.

## 7.10 Assessing the cost of parking

The resource cost (or 'opportunity cost') is the value of an asset if this were used for another use. For a parking space, this would include the capital value of the land, the construction costs of the car parking and the operation and maintenance costs, and an estimate of the value of alternative uses. This information provides insights as to whether the current price of parking is covering the costs of supplying the space and whether parking is the best of use the space.

## 7.11 Increasing public parking supply in centres

Increasing the number of public parking spaces in a centre (e.g. city centre, reserve, nearby to school) will be assessed against local place-based objectives, the impact of parking management measures (e.g. time restrictions or pricing), the capacity of the local road network to cater for additional traffic, and financial viability (including costs and benefits). Evidence of the need for additional parking spaces is typically indicated by high parking prices (compared with similar centres and cities) along with consistently high occupancy levels.

Providing additional car parking spaces can also be undertaken by the private sector. They can continue to do so, however may only continue if it makes sense commercially. Where appropriate, pricing public parking space in line with the 85% occupancy benchmark will provide a signal to the market on the viability of investment in parking. This may include future considerations of potential divestment of council parking assets to the private sector.

## 7.12 Events

Tauranga hosts several large events each year. Many of these events occur on our public roads or on reserves and require a Traffic Management Plan (TMP). TMPs need to be approved by Tauranga City Council before the event takes place. Larger events may even require a road to be closed temporarily. Road closures must be advertised to the public in order to meet legal requirements.

Walking, cycling and public transport options are priorities for Tauranga City Council for moving people to and from events. Tauranga City Council will investigate possibilities to encourage the use of public transport, walking and cycling for events in the first instance.

For events, council's Events team will work with the event organiser, the Temporary Traffic Management team, Bay of Plenty Regional Council, and other key stakeholders to develop the TMP for the event. Through this process council looks to:

- ensure that mobility parking is being provided as close as possible to the event
- keep the loss of parking to the essential areas
- provide a safe pedestrian environment where possible
- provide sufficient public transport facilities whenever possible
- communicate any loss of parking to local stakeholders prior to the event
- retain, where possible, existing parking fees or time limits during events
- prioritise safety for those enjoying an event and minimise disruption to the rest of the network.

## 8. Implementation

The following gives an overview of the council's approaches to parking.

### 8.1 Parking Management Plan (PMP)

A PMP is a location-specific plan that recommends changes to how parking management is undertaken, for example, in a centre, a neighbourhood, a reserve, or near a large employment site.

The needs of all users can be assessed in a PMP, from deliveries and short-stay parking to taxi spaces, mobility parking spaces and residents. Engagement with local businesses, residents and/or visitors will be undertaken. Clear communication is key to the engagement and consultation that supports the development of a PMP. This can be in the form of local surveys or drop-in sessions to understand the local parking needs and will be informed by the Engagement & Consultation Plan for the PMP.

A PMP may be used to respond to known problems, or to proactively contribute to wider transport and urban outcomes, and can include both short term and long term measures. A PMP can be informed by reliable survey data, the current parking management, and by an understanding of the resource cost of parking. Based on ongoing survey data and monitoring a PMP may need to be revised or updated.

Before it is decided whether a PMP is needed or needs updating, council will undertake parking surveys in a particular area to provide detailed information about the number of parking spaces and occupancy levels. A PMP will be developed based on surveys and consultation, and will provide detailed recommendations on how parking can be best managed in a specific area. Typically this means the introduction of time limits, parking fees, or improved access by alternative modes.

Implementation of any parking management measures through a PMP will often require an update to the Transport and Parking Bylaw, which needs to be adopted by Council resolution before it is a legal requirement. Clear communication of any changes will be required to support this process and any changes.

Once a PMP has been implemented, ongoing enforcement and monitoring will be undertaken. This is further discussed in section 8.4 and 8.6.

### 8.2 Trigger for preparing or updating a PMP

This could include the following conditions:

- where parking occupancy levels regularly exceed 85% at the busiest times of the day or where this is expected due to, for example, planned intensification with less on-site parking provision (such as around centres in the Te Papa intensification area) or
- where parking occupancy levels are significantly lower than expected or
- where there are safety and/or access issues, for example, emergency services, roading upgrades, kerbside changes, improved bus services, or road design changes that require council to make changes to parking. It is expected that over time a PMP will be developed for all key centres in Tauranga to give effect to the strategic direction in UFTI and the TSP.

In case a minor change to parking is required, such as introducing a parking restriction for access or safety reasons or where local businesses ask for the introduction of a time limit, a PMP is not required. For changes that affect only a few spaces, a full PMP is not necessary. A PMP would be developed when a large number of spaces, or more than 25% of parking spaces within a 200 metres

radius are considered to be affected, or where changes may impact on existing parking management nearby. Local consultation with nearby residents and businesses will then be undertaken where required.

### 8.3 Parking in residential areas

The prioritisation of resident parking by way of permits or a lease is not considered to be a useful or equitable intervention because it restricts the most optimal use of the space at any given time. For example, no one else could be using the space even if someone with a permit is not using it. Other parking management measures (such as time limits or pricing), may be appropriate and would be determined through the PMP, in order to cater for all different groups.

Where restrictions are brought in, exceptions may sometimes be required. For example, if there are time restrictions in a street and a contractor needs to park on-street to undertake work on a property there may be a need to overstay time limits. A parking space permit can then be requested through the council website. Efficient parking management should aim for 85% occupancy, which would mean there should be a space available for visitors as well as contractors.

### 8.4 Parking enforcement and technology

Parking enforcement is an essential component of parking management. Enforcement encourages compliance with restrictions and the turnover of vehicles to allow access to parking for everyone. Parking management was introduced for a reason: to better manage demand and supply of parking. Without parking enforcement, evidence shows that some users may, over time, ignore time limits and refrain from paying for parking, undermining the parking management approach and the outcomes it aims to achieve. This leads to drivers circling around in the hope of finding a space, and thus adding to congestion and delaying public transport services. Parking enforcement helps to reduce congestion by freeing up parking spaces.

Costs of infringement tickets are set at a national level, and council has no control over these prices. Council will continue to lobby for more influence over these prices to reflect a fair balance between local parking fees and infringement prices.

Frequent monitoring and enforcement will primarily be focussed on centres<sup>a</sup> and areas of employment with other areas initiated based on complaints. Annual and long-term performance targets will be monitored to measure whether objectives are being met, with council being able to make any changes required should those targets not be met.

Parking surveys and parking enforcement techniques are constantly evolving. Where new innovations may improve efficiency of parking enforcement, then new techniques will be considered.

In areas where parking is priced, council will continue to assess new technologies to simplify the paying process, for example, the current smartphone app PayMyPark.

Council has also partnered with CCS Disability Action on a smartphone app called 'Access Aware', which shows the GPS location of the number of mobility parking spaces in the city. This helps drivers requiring a mobility parking space to find these spaces easily. Users can also report misuse of mobility parks which supports council enforcement activities.

New technology will also be used to provide better insight to visitors on availability. The parking buildings in the city centre provide digital information on the number of available spaces. Further signs along key arterial routes (and via online data) will be developed to better inform drivers on

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<sup>a</sup> It is noted that enforcement for the use of privately owned parking spaces, e.g. at malls or large shops, is not undertaken by council but up the owners of the land.

availability of parking spaces as well as typical journey times via different routes and modes of transport to improve access to Tauranga's centres.

## 8.5 Revising the Tauranga City Plan

The majority of car parking spaces in Tauranga are located on private land. In the past, the City Plan had a requirement for new developments to provide a minimum number of car parking spaces. In 2020, the government introduced the National Policy Statement (NPS) on Urban Development that removed this requirement. On-site car parking can still be provided, but the decision of whether to provide parking spaces or not is up to the landowner or developer. Most streets in Tauranga currently have sufficient on-street parking spaces available, but it is noted that on-street parking cannot be relied upon when demand grows and reaches 85% occupancy. A PMP may recommend making changes to managing on-street parking.

Through the City Plan review, council will investigate potential further regulation for the development and use of private car parking. The City Plan requires that large developments undertake a Transport Assessment, which addresses access safety and effects to the wider transport network. City Plan rules can, for example, influence the need for travel plans and the supply and design of parking spaces. The Building Code also requires a certain amount of parking for people with restricted mobility to be provided. The National Policy Statement on Urban Development does recommend councils consider the requirement of minimum mobility car parking spaces and minimum cycle parking spaces. For apartment blocks or visitor parking at commercial developments a minimum number or percentage for electric vehicle charging points will need to be further assessed. Changes with regard to cycle parking have already been integrated in Plan Change 26, and further details on a required minimum number of mobility parking spaces and electric vehicle charging spaces will be further refined in the next review of the Tauranga City Plan.

## 8.6 Undertaking frequent parking surveys across the city

Council will undertake frequent car parking surveys in and around Tauranga's centres and other areas with potential parking issues, such as reserves. These surveys will investigate the issues related to parking supply and demand across the area, and inform whether there are triggers to prepare a PMP (see section 8.2). Priority areas for surveys will be those where issues have been identified through by council staff or the public.

Parking surveys typically include re-confirming existing parking management (if in place), which type of visitors it currently favours, the parking occupancy, parking turnover, average duration, etc. Surveys focus on the busiest part of the day, but in order to understand the full picture, surveys are often undertaken at different times of the day, and on different days of the week.

Following up on implementation of a PMP, council will continue to undertake regular monitoring of the occupancy levels, any issues shown through enforcement, or complaints. The monitoring can indicate a trigger to update/revise a PMP, as described in section 8.2.

## 8.7 Monitoring and reviewing the Parking Strategy

Parking surveys will also be key to monitor the effectiveness of the Parking Strategy in general. Progress will be reviewed on a three-yearly basis, linking into the Long-term Plan process.

Key performance targets of the parking strategy will be the number of PMPs prepared, the occupancy levels in the areas covered by the PMP and enforcement statistics.

A full review of the Parking Strategy is intended to be undertaken every five years following adoption – or when the need arises, for example through new policies, government direction or new guidelines.



## 9. Background information

- A. Discussion Document – Parking Management in Tauranga's Centres
- B. Discussion Document – Parking on Residential Streets
- C. Discussion Document – Park and Ride
- D. Technical Note 1 – Parking Management in Major Centres
- E. Technical Note 2 – Financial Viability of Council Supplying new public off-street parking
- F. Technical Note 3 – Using parking to support public transport and active transport
- G. Technical Note 4 – Parking on residential streets
- H. Technical Note 5 – Kerbside Space Allocation
- I. Technical Note 6 – Prioritising different types of parking
- J. Technical Note 7 – Park and Ride
- K. Technical Note 8 – Parking enforcement monitoring and technology
- L. Technical Note 9 – Impact of autonomous vehicles on parking
- M. Technical Note 10 – Electric vehicle charging infrastructure
- N. Key Research Survey Report
- O. PlaceScore Report – Care Factor
- P. Parking Surveys in City Centre and Mount Maunganui
- Q. The High Cost of Free Parking (D. Shoup)
- R. National Parking Management Guidance (Waka Kotahi NZ Transport Agency)
- S. [Tauranga's Community Outcomes 2020](#)
- T. [Te Papa Spatial Plan 2020-2050](#)
- U. Urban Form + Transport Initiative (UFTI, final report)
- V. Tauranga's Street Design Guide
- W. [Western Bay of Plenty Mode Shift Plan](#)
- X. [Western Bay of Plenty Transport System Plan \(TSP\)](#)





**12      DISCUSSION OF LATE ITEMS**



**13 PUBLIC EXCLUDED SESSION****RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATIONS**

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>13.1 - Public Excluded Minutes of the Council meeting held on 26 October 2021</b>	s7(2)(g) - The withholding of the information is necessary to maintain legal professional privilege s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>13.2 - Wastewater Management Review Committee - confirm appointments and quorum changes</b>	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>13.3 - Tauriko West Update &amp; Implementation Pathway</b>	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>13.4 - The sale of Pitau Road village and Hinau Street village</b>	s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

<b>13.5 - CBD Hotel &amp; Conference Centre Development - Council lease of Conference Centre</b>	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>13.6 - Exemption to Open Competition Joyce Road Water Treatment Plant</b>	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
<b>13.7 - Approval to vary Bridge Wharf repair works</b>	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

## 14 CLOSING KARAKIA