



MINUTES

**Strategy, Finance and Risk Committee
Meeting**

Monday, 3 October 2022

Order of Business

1	Opening karakia	3
2	Apologies	3
	2.1 Apologies	3
3	Public forum	3
4	Acceptance of late items	3
5	Confidential business to be transferred into the open	3
6	Change to order of business	4
7	Confirmation of minutes	4
	7.1 Minutes of the Strategy, Finance and Risk Committee meeting held on 12 September 2022.....	4
8	Declaration of conflicts of interest	4
9	Business	4
	9.1 Adoption of Ōtūmoetai Spatial Plan	4
	9.2 Transport Emissions Projection Tool	6
10	Discussion of late items	7

**MINUTES OF TAURANGA CITY COUNCIL
STRATEGY, FINANCE AND RISK COMMITTEE MEETING
HELD AT THE BOP REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE,
1 ELIZABETH STREET, TAURANGA
ON MONDAY, 3 OCTOBER 2022 AT 9.30AM**

PRESENT: Commission Chair Anne Tolley, Dr Wayne Beilby, Commissioner Shadrach Rolleston, Commissioner Stephen Selwood, Commissioner Bill Wasley, Mr Te Pio Kawe, Ms Rohario Murray, Mr Bruce Robertson

IN ATTENDANCE: Marty Grenfell (Chief Executive), Paul Davidson (Chief Financial Officer), Barbara Dempsey (General Manager: Community Services), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy, Growth & Governance), Alastair McNeill (General Manager: Corporate Services), Gareth Wallis (General Manager: City Development & Partnerships), Sarah Omundsen (General Manager: Regulatory and Compliance), Corinne Frischknecht (Senior Urban Planner), Alistair Talbot, (Team Leader: Structure Planning & Strategic Transport), Andrew Mead (Manager: City Planning & Growth), Ceilidh Dunphy (Community Relations Manager), Coral Hair (Manager: Democracy & Governance Services), Robyn Garrett (Team Leader: Governance Services), Anahera Dinsdale (Governance Advisor), Janie Storey (Governance Advisor)

1 OPENING KARAKIA

Te Pio Kawe opened the meeting with a karakia.

2 APOLOGIES

2.1 Apologies

COMMITTEE RESOLUTION SFR10/22/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the apology for absence from Ms Matire Duncan be received.

CARRIED

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Strategy, Finance and Risk Committee meeting held on 12 September 2022

COMMITTEE RESOLUTION SFR10/22/2

Moved: Commissioner Stephen Selwood

Seconded: Dr Wayne Beilby

That the open and public excluded minutes of the Strategy, Finance and Risk Committee meeting held on 12 September 2022 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 BUSINESS

9.1 Adoption of Ōtūmoetai Spatial Plan

Staff Christine Jones, General Manager: Strategy, Growth and Governance
Corinne Frischknecht, Senior Urban Planner
Carl Lucca, Team Leader: Urban Communities

Key points

- Sets out the vision for how and where growth would occur between 2022 and 2050 in the Ōtūmoetai peninsula.
- Inclusive process in partnership with mana whenua and key stakeholders.
- Two rounds of public consultation had been held including a successful social media pinpoint active tool receiving 1,200 comments.
- The second round of engagement included 60 projects, with respondents able to share and comment on those projects.
- Three Pou established to recognise the cultural significance through future growth - Mana Rangatiratanga, Mana Taiao, Mana Tangata.
- Four key strategic outcomes to achieve - unique neighbourhoods, liveable neighbourhoods, connected neighbourhoods, healthy neighbourhoods.
- Key centre plans provided an overview of expectations for planning and improvement with the key directions and actions to be taken.
- The action plan outlined how to deliver the actions; some were funded, and others would need to be funded with project partners and future Long-term Plans.
- Partnership with mana whenua would be essential.
- Ongoing implementation would be tested through modelling etc to ensure actions continued to meet the plan and outcomes.

In response to questions

- The overview should be changed to provide a stronger emphasis on the well-being of the people that currently lived there.

- It was agreed that the area was growing and focus would be on it being a great place to live. Need to consider how to support the wellbeing of the community now and into the future through connected neighbourhoods, parks fit for purpose and used, safe ways to travel etc.
- Another stage to the project was to package and prioritise actions with funding requirements and whether they included external funding partners.
- Adopting the plan did not commit the Council to implementation, it provided a direction of travel to achieve the plan's outcomes. Staff were looking for guidance on what items were considered priorities and would then look at the impact and could refine or remove as required. The plan needed to be finalised for the works to flow into the Long-term Plan (LTP).
- Recommendation (c) was changed to - *Endorses in principle the intention and direction of the Ōtūmoetai Spatial Plan.*
- The plan would need clear guidance and framework and the three Pou were an important part of that. Prioritisation would sit alongside other citywide discussions.
- Consideration of the protection of marae with the growth in the area was being addressed by working closely with Ngai Tamarāwaho with the intensification around Brookfield. It would include how initiatives could be provided around the marae to improve the amenities and public transport links. It was noted that the ability for dwellings to be able to be built up to three stories was out of Council's control but there were view shaft provisions which would remain.

Discussion points raised

- More emphasis to be given to the community already living in the area.
- Looking into the future - with an anticipated 5,000 more people and 2,200 dwellings - funding required would be substantial, with limited funding in the current LTP. Some of the facilities serviced the city-wide area not just the local community and were a destination for the city.
- The meeting congratulated staff on the plan, noting that the community consultation and engagement processes were innovative and good.
- The consideration of the Action and Investment Plan would need to be extensively workshopped signalling what items would need to be included into the LTP, the implications of ability to fund through the LTP, which items were on a wish list to possibly be funded into the future and where the accountability lay to measure achievement over a long period of time.
- There were items in the plan which could result in tangible change benefits/quick wins within the community.

COMMITTEE RESOLUTION SFR10/22/3

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Bill Wasley

That the Strategy, Finance and Risk Committee:

- (a) Receives the 'Ōtūmoetai Spatial Plan' report.
- (b) Acknowledges the contribution from the community through the engagement process and notes that this input has been reflected within the Ōtūmoetai Spatial Plan presented for consideration.
- (c) Endorses in principle the intention and direction of the Ōtūmoetai Spatial Plan.
- (d) Notes that a further Strategy, Finance and Risk Committee discussion is required to address the issue of prioritisation and funding of actions within the proposed Plan.

CARRIED

9.2 Transport Emissions Projection Tool

Staff Alistair Talbot, Team Leader: Structure Planning & Strategic Transport

External Craig Richards and Rick Lomax - BECA

Key points

- A power point presentation outlined the purpose of the projection tool, which was to aid Council's understanding of potential for specific interventions or levers needed to achieve emissions reduction targets.
- National decarbonisation level to reduce 41% by 2035 on the 2019 emissions level was set but how this would be achieved was still being engaged on.
- The Ministry of Transport had determined a target for Tauranga City Council (TCC) of 21%.
- Bay of Plenty Regional Council had provided a community carbon footprint assessment setting out greenhouse gas levels for TCC for three years – the assessment's broader emissions included marine and airport as well as land transport.
- The projection tool developed covered all different modes of road transport, how people and goods were carted around, the type of vehicles and fuel used.
- Model hierarchy noted the different variables included kilometres travelled, travel avoidance measures, mode shift, fuels to give outputs and changes in vehicle kms travelled 2035 and 2050 horizons.
- Scenarios included working from home and the limited impact this had on emissions.
- Scenario C noted that improving the way freight moved from road to rail with a greater shift to hybrid and electric vehicles would have a considerable impact on emissions.
- Council was able to influence some levers more than others.

In response to questions

- Queried how significant behaviour change proposed could be achieved without being given an understanding of why the changes in behaviour were needed.
- It was suggested it would be interesting to compare the during and post Covid vehicle use with today's vehicle use, and whether there was an increase in people working from home, trips avoided, percentage of car sharing etc.
- The tool showed the size of the challenges within a growing city that had a car dependency.
- The government fundability was high on aspiration and low on funding with a suggestion that the TCC share would be around \$15m. This was not considered anywhere near enough and no rigour seemed to be given around the feasibility of that by the government.
- Ongoing conversations were being held with the Ministry of Transport about confirming national targets and sharing the tool with them. Engagement would continue with key partners.
- Waka Kotahi was developing guidance which would apply to a number of workstreams and business cases.
- The Climate Change Action and Investment plan visions were already set and were working towards 2050 emissions.
- Nationally there was no agreement for who was responsible for marine freight around the country, therefore there was currently no requirement to include marine freight. This may need to be integrated going forward.
- The transference of mode from road to marine transport had pros and cons, it included the amount of freight and how it moved to and from the port. Air freight was more carbon intensive than other forms. There were opportunities at a national level to consider this.
- Everyday use of vehicles was one of the areas that could not easily be addressed. Different land use patterns including intensification etc were not addressed. There may be other methods outside of the tool to assist with those.

Discussion points raised

- Congratulations was passed on to the team for developing the tool, it was leading edge, and it was noted that the Ministry of Transport had expressed an interest in using the tool.

COMMITTEE RESOLUTION SFR10/22/4

Moved: Commissioner Stephen Selwood

Seconded: Mr Bruce Robertson

That the Strategy, Finance and Risk Committee:

- (a) Receives the report "Transport Emissions Projection Tool".

CARRIED

Attachments

- 1 Transport Emissions Projection Tool Presentation PDF

10 DISCUSSION OF LATE ITEMS

Nil

The closing karakia would take place at the end of the Council meeting to follow this meeting.

Resolutions transferred into the open section of the meeting after discussion

Nil

The meeting closed at 10.48 am.

The minutes of this meeting were confirmed as a true and correct record at the Strategy, Finance and Risk Committee meeting held on 14 November 2022.

.....
CHAIRPERSON