



# AGENDA

## Ordinary Council meeting Monday, 3 July 2023

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

**Date:** Monday, 3 July 2023

**Time:** 9.30am

**Location:** Bay of Plenty Regional Council Chambers  
Regional House  
1 Elizabeth 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

<b>1</b>	<b>Opening karakia</b> .....	<b>7</b>
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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**

## **7 CONFIRMATION OF MINUTES**

### **7.1 Minutes of the Council meeting held on 19 June 2023**

**File Number:** A14824121

**Author:** Anahera Dinsdale, Governance Advisor

**Authoriser:** Anahera Dinsdale, Governance Advisor

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### **RECOMMENDATIONS**

That the Minutes of the Council meeting held on 19 June 2023 be confirmed as a true and correct record.

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### **ATTACHMENTS**

#### **1. Minutes of the Council meeting held on 19 June 2023**



# MINUTES

**Ordinary Council meeting  
Monday, 19 June 2023**

**Order of Business**

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<b>3</b>	<b>Public forum</b> .....	<b>3</b>
<b>4</b>	<b>Acceptance of late items</b> .....	<b>3</b>
<b>5</b>	<b>Confidential business to be transferred into the open</b> .....	<b>3</b>
<b>6</b>	<b>Change to the order of business</b> .....	<b>3</b>
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<b>10</b>	<b>Deputations, presentations, petitions</b> .....	<b>4</b>
	Nil	
<b>11</b>	<b>Recommendations from other committees</b> .....	<b>4</b>
	Nil	
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**MINUTES OF TAURANGA CITY COUNCIL  
ORDINARY COUNCIL MEETING  
HELD AT THE BAY OF PLENTY REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE, 1  
ELIZABETH STREET, TAURANGA  
ON MONDAY, 19 JUNE 2023 AT 9.03 AM**

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

**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), Sarah Omundsen (General Manager: Regulatory and Compliance), Gareth Wallis (General Manager: City Development & Partnerships), Anne Blakeway (Manager: City Partnerships), Susan Braid (Financial Analyst), Jim Taylor (Manager: Rating Policy and Revenue), Ben Corbett (Team Leader: Growth Funding), Kathryn Hooker (Corporate Planner), , Josh Clark (Advisor: Natural Environment (Mauao)) Ceilidh Dunphy (Community Relations Manager), Coral Hair (Manager: Democracy & Governance Services), Sarah Drummond (Governance Advisor), Janie Storey (Governance Advisor)

**1 OPENING KARAKIA**

Commissioner Shad Rolleston opened the meeting with a karakia.

**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 29 May 2023

#### RESOLUTION CO9/23/1

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the minutes of the Council meeting held on 29 May 2023 be confirmed as a true and correct record.

**CARRIED**

### 7.2 Minutes of the Extraordinary Council meeting held on 6 June 2023

#### RESOLUTION CO9/23/2

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the minutes of the Extraordinary Council meeting held on 6 June 2023 be confirmed as a true and correct record.

**CARRIED**

## 8 RECEIPT OF MINUTES FOR INFORMATION

Nil

## 9 DECLARATION OF CONFLICTS OF INTEREST

Nil

## 10 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

## 11 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

## 12 BUSINESS

### 12.1 Review of Council funding of Bay Venues to ensure ongoing sustainability

**Staff** Paul Davidson, Chief Financial Officer  
Anne Blakeway, Manager: City Partnerships  
Susan Braid, Financial Analyst

**External** Chad Hooker, Chief Executive Officer, Bay Venues Limited  
Simon Clarke, Chair of Board, Bay Venues Limited

Amended attachment tabled

**Key points**

- Mr Hooker noted that the report was the result of a number of conversations over the past 12 months and a cumulation of a lot of co-operative work between Tauranga City Council (TCC) and Bay Venues Limited to get the right funding solution for a long-term sustainable business model.
- Bay Venues Limited were a community driven organisation that were there to ensure they could deliver facilities in the recreation spaces and noted that they did it for the community. That value was important to the city.
- As a CCO they were commercial in mind but had the community at heart for all they did, however keeping this balance was a challenge.
- To remain financially sustainable, there were three key issues and options for consideration.
- First issue identified was to address the historical underfunding of depreciation. While as an organisation they had to fund some renewals at Baypark, the stadium and Adams High Performance Centre, they had used debt to fund it, which was not the best way to do this.
- Second issue identified was the level of operational funding and subsidy received from the Council, which had been marked with a number of issues, including the Covid ups and downs and not being able to trade at times. The cost profile had increased significantly, with items like electricity going up 34%, becoming a living wage employer had increased the wages by 9.9%, with these and other increased costs about to come through in other areas. Where they had traditionally been able to attract new clients to venues, many venues were at or nearing capacity, so they were unable to attract more users. This resulted in revenue being capped at the same time as operating costs were increasing.
- The third issue identified was the debt structure of the organisation, and because of Covid and depreciation, the debt had grown disproportionately over the last few years. In order to address this issue they were proposing to re-balance the debt with a conversion of debt-to-equity ratio by reallocating \$15 million of capital against the existing loan. There would be no impact on the balance sheet.
- Bay Venues Limited were seeking a significant increase in Council funding. If Council chose not to approve the increase and let them continue as they were, the debt would continue to mount up over time. For Bay Venues Limited to be financially sustainable, they could need to look at how to cut costs, but it would result in cutting services with things like reducing operating hours and potentially closing some of the services. With the growing population and the increasing demands for venues, this would not be the best way to deal with the issues.
- Mr Clarke advised that the Board's focus was on the business going forward. It was a relentless focus to get the best value for money and community outcomes delivered.

**In response to questions**

- It was noted that the debt-to-equity conversion of the \$15M of debt incurred would not result in additional debt as it was an equity transfer. It would be a realised debt into Council and would have no direct impact on rates. The depreciation exceeds the amount of non-funded as a catch up and would need to be looked at in the future to remain at the proper funding level.
- In response to a query regarding what was commercial and what was not, Mr Hooker noted that Bay Events was only a venue and had no part in the operation of an event. Bay AV was also about looking after the venue, making sure that the PA system was ready to go, the power supplies were in the right places and the like. This work was not paid for by the clients, it was what had to be done to hold the event. There was a little bit of external work, but they generally made sure that they were not competing with the private sector and were limited to what they could do commercially.
- In response to a question relating to the time frame to address some of the ageing community funded facilities, it was noted that there were a number of elements to address that moving forward, with much of it being tied up with the Long-Term Plan (LTP) and submitted to the Council team. The plan was to look after what they had and through that they had proposed \$92M of renewals included in the LTP to replace and renew assets and proposed \$53M on new capital works on facilities to bring them up to speed. The focus over the next 10 years was new facilities to deal with the growing population. The Memorial Park project was funded

within the LTP and they were working with Council on the timing of when this would be on stream and how it would be delivered.

- Mr Hooker clarified that Bay Venues Limited did not run events and only hosted events at their venues and agreed to take Bay Events off the list to avoid the perception that they did run events..
- Bay Venues Limited shared with the Council to have citywide networks and were working through a plan as to when new community centres and sports courts may open, but there was the challenge of how much funding was available and when it would happen.
- Mr Clarke noted that the rebalancing of debt was from the first year of the LTP as they did not want to stagger it and preferred to set it up cleanly for the LTP period to give certainty for the Board.
- Mr Clarke thanked the Commissioners for their positive comments and thanked the Council team who were working closely with the Bay Venue Limited team.

### Discussion points raised

- Commissioner Tolley noted that they were aware of the issues and had appointed and put in place a new Board who had a focus on the heart of the community and it was agreed that the current situation was due to an underinvestment in the past.
- The issues had to be dealt with as part of the LTP conversations.
- Commissioners complimented Bay Venues Limited on the work done to date and for working closely with Council to bring the financial situation to light. The report had clearly laid out the difficulties, but they had operated well despite those.

### RESOLUTION CO9/23/3

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Review of Council funding of Bay Venues to ensure ongoing sustainability".
- (b) Approves the updated Bay Venues Funding Principles (tabled at meeting), which will be incorporated into the revised Enduring Statement of Expectations coming to Council later this year.
  - Noting that this includes the transfer of Mercury Baypark Arena 6-court, Arena Suites and Stadium, Lounge, Pavilions and Fields, as well as Bay Audio Visual, Bay Events and the Adams High Performance Centre from the "non-funded network" to the "funded network."
- (c) Approves the recommended Option 4, specifically:
  - (i) Fund depreciation to cover renewals for all community assets: increase rates funded depreciation contribution by \$3.6 million per year, taking total depreciation funding to \$7.7 million per year.
  - (ii) Increase the operating subsidy to achieve break-even: increase the operating subsidy by \$3.0 million, taking the total to \$8.2 million per annum, to ensure Bay Venues can deliver its services to the community on behalf of Council.
  - (iii) Re-balance Bay Venues debt structure: Council to re-balance the debt-to-equity ratio by reallocating \$15 million of capital to offset losses incurred because of the COVID pandemic and unfunded assets (e.g. Baypark, Adams High Performance Centre and asset revaluations).
  - (iv) Debt retirement from depreciation reserve to no longer fund Bay Venues debt retirement from FY25 onwards, but instead used to retire Council's debt on the capital re-allocation.

- (v) Increase the annual interest grant to an average of \$921,000 per annum across the Long-term Plan 2024-2034 period (\$997,000 in FY25).
  - (vi) Noting that all of the changes above will be subject to prioritisation within the Long-term Plan 2024-2034 process, which may include phasing options. If approved, the changes will take effect in FY25.
- (d) Approves a request, on behalf of Bay Venues, for a temporary increase of \$5 million to the Intra-Group Two Way Loan Agreement between Tauranga City Council and Bay Venues, from \$30 million to \$35 million in FY24, to ensure there are sufficient short-term funds available to cover the forecast operating deficit before the recommendations above are implemented in FY25.
- Noting that this is subject to Tauranga City Council being able to remain within its Treasury Policy limits, and to Bay Venues continuing to work with Council staff in monitoring their cashflow position.

**CARRIED****Attachments**

- 1 Tabled Attachment - Funding Principles v2

**12.5 Mauao Annual Report**

**Staff** Barbara Dempsey, General Manager: Community Services  
Josh Clark – Advisor Natural Environment (Mauao)

**External** Dean Flavell – Chairperson, Ngā Poutiriao o Mauao

Mr Flavell and Mr Clark gave a power point presentation.

**Key points**

- Apologies from Matemoana McDonald, Chairperson Mauao Trust, who was unable to attend.
- A karakia had been held on Mauao earlier this morning before a health and safety briefing was provided to contractors who were about to remove more exotic trees from Mauao.
- Highlights of the year 2021-2022 included Te Mahere Whakamahina o Mauao (Placemaking and Interpretation), Kapehu (cultural compass installation at the summit) and Whakatere (enhanced wayfinding signage).
- The trig was removed from Mauao in 2021 and replaced with the kapehu, cultural compass, which was made a feature for Matariki's first New Zealand public holiday in 2022.
- The placemaking and interpretation project, which also included enhanced way finding signage, depicted the cultural heritage of the Maunga and helped people to engage with the stories of Mauao.
- One of the highlights included the removal of 18 large exotic trees by a heavy lift helicopter that were located on sensitive archaeological sites. It was a successful operation resulting in 280 tonne being taken off the mountain without touching the mountain. More than 13,000 native trees had been planted..
- Track resurfacing had been undertaken. There was a lot to upkeep, and they always needed renewing a lot faster than any of the other networks as 1 million people used the tracks each year.
- Tracking of rats had been successful with a 1-0% average being gained and the ecology of the maunga was doing well as a result of this with successful translocation of skinks.
- The Trust was working with Scion and the Council to contain the myrtle rust in the area.
- The Mauao Trust were important kaitiaki for Mauao and involved four local iwi.
- All planned works for this year would be completed in the current financial year..

- On behalf of the Mauao Trust, appreciation was given to the Council on how they managed Mauao and communicated with the Trust.
- He Korowai Ariki o Mauao, the Cloaking of Mauao 2021-2031 was Mauao Trust's Strategic Plan.

### In response to questions

- As Mauao was a Class 1 and Class 2 ecological area, the pine trees were being progressively removed. A further eight trees would be removed this week which would mark the end of those trees in the sensitive archaeological areas. There would still be seven to eight large trees left on Mauao, but as they were not in sensitive areas, they did not need to be as active in removing them as they provided good nesting areas for birds. The internal team priorities would now change and move to restore what was in the forest as these sensitive archaeological features were now protected.
- The placemaking and interpretation and signage projects were expected to be completed by the end of the next financial year.
- In response to what other initiatives would be planned and how the Council could assist, Mr Flavell noted that an archaeological investigation on the seaward side of Mauao would be undertaken to determine what the archaeology of the site was and replanting the area to benefit penguins, skinks etc. He noted that the offer of assistance would be passed on to the Trustees for them to respond.
- The trig was an important measuring point on the mountain, but now a lot of it could be done by GPS and other different methods. The trig had been removed in conjunction with LINZ. The location was taken digitally with an offset mark made on the summit, so that if a manual point was needed to be retaken it could be done by the offset.
- Mr Flavell noted that the removal of the trig was not out of disrespect and was currently included in the heritage collection. It was an interesting object, with many names and drawings etched onto it and people had an affinity to this object. How it was to be used in the future had yet to be decided.

### Discussion points raised

- Mr Flavell was congratulated for working at the Council for 20 years.
- Commissioners acknowledged the work that had been done by the Mauao Trust, Nga Poutiriao o Mauao and the Council staff..

### RESOLUTION CO9/23/4

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Mauao Annual Report".

**CARRIED**

### Attachments

- 1 Mauao Presentation - pdf

## 12.2 Rates Resolution 2023/2024

**Staff** Paul Davidson, Chief Financial Officer  
Jim Taylor, Manager: Rating Policy and Revenue

### Key points

- The rates resolution included all the information and figures from the adoption of the annual plan.

**In response to questions**

- The community targeted rate was introduced three years ago to let the community know of the added investment to bring up the community amenities for the city instead of including it in the general rate. It was a targeted rate so that the investment could be seen.
- The water rates were excluded from the commercial rate as the amount of water varied considerably between small and large industrial areas.

**Discussion points raised**

- The underinvestment in the city in the past was noted.
- The Council could not continue to have increases at less than the rate of inflation in future years. However, the Commissioners felt that this was the right thing to do this year, given the difficult year for everyone.
- Acknowledged this was the second year of the introduction of the commercial rate differential.

**RESOLUTION CO9/23/5**

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Rates Resolution 2023/2024".
- (b) Sets the following rates under the Local Government (Rating) Act 2002, in accordance with the relevant provisions of the Funding Impact Statement in the Annual Plan for the 2023/2024 rating year, on rating units in the city for the financial year commencing on 1 July 2023 and ending on 30 June 2024.

The rates and charges specified are inclusive of Goods and Services Tax at the prevailing rate.

**I. General Rate**

A general rate set under section 13(2) (b) of the Local Government (Rating) Act 2002 at:

- A rate of \$ 0.00192224 in the dollar of capital value on all residential rateable rating units in the city.
- A rate of \$0.00403671 in the dollar of capital value on all commercial rateable rating units in the city.

("residential" and "commercial" are as defined in the Funding Impact Statement).

**II. Uniform Annual General Charge**

A uniform annual general charge set under section 15(1)(b) of the Local Government (Rating) Act 2002 at:

- A rate of \$274.00 per separately used or inhabited part of a rateable rating unit.

**III. Waste Collection Rate**

Uniform targeted rates for the kerbside waste collection services, set under section 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002, on all rating units in the city on which there is one or more residential use and that will be provided with the low, standard or high waste collection service, at:

- A rate of \$200 per low waste service capacity provided for each residential use on each rating unit in the City.

- A rate of \$235 per standard waste service capacity provided for each residential use on each rating unit in the City.
- A rate of \$340 per high waste service capacity provided for each residential use on each rating unit in the City.

IV. Garden Waste Rate (optional)

Uniform targeted rates for garden waste collection services, set under section 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002, on all rating units in the city used for residential purposes and that will be provided with the garden waste collection service, at:

- A rate of \$105 for each garden waste bin (two weekly collection).
- A rate of \$75 for each garden waste bin (four weekly collection).

V. Wastewater Rate

A differential targeted rate for wastewater, set under sections 16(3)(b) and 16(4)(b) of the Local Government (Rating) Act 2002 at:

- A rate of \$671.60 for each water closet or urinal in a connected rating unit in the city.
- A rate of \$335.80 per separately used or inhabited part of a rating unit for any serviceable rating units in the city.

("separately used or inhabited part of a", "connected" and "serviceable" rating units, are defined in the Funding Impact Statement).

A rating unit used primarily as a residence for 1 household will not be treated as having more than 1 water closet or urinal.

VI. Stormwater Rate

A targeted rate for stormwater infrastructure investment, set under section 16(3)(a) and 16(4) (b) of the Local Government (Rating) Act 2002 at:

- A rate of \$0.00001942 in the dollar of capital value on all residential rateable rating units in the city.
- A rate of \$0.00003108 in the dollar of capital value on all commercial rateable rating units in the city.

VII. Water Supply Rates

Volumetric rate

A targeted rate for metered water supply set under section 19(2)(a) of the Local Government (Rating) Act 2002 at

- A rate of \$3.40 per cubic metre of water supplied.

Base rate

A differential targeted rate per connection on every rating unit in the City which is provided with a metered water supply service, set under sections 16(3)(b) and 16(4)(b) of the Local Government (Rating) Act 2002, calculated on the basis of the nature of the connection size as follows:

Meter Size	Amount
20mm	\$0.00
25mm	\$0.00
32mm	\$0.00
40mm	\$0.00
50mm	\$0.00
80mm	\$0.00
100mm	\$0.00
150mm	\$0.00
200mm	\$0.00
250mm	\$0.00

VIII. Water Supply Rates (unmetered)

Unmetered rate

A uniform targeted rate on every rating unit in the City which is provided with and connected to an unmetered water supply service, set under sections 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002, at:

- A rate of \$885.00 for each separately used or inhabited part of a rating unit as defined in the Funding Impact Statement.

IX. Economic Development Rate

A targeted rate for economic development in the City, set under section 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002 at:

- A rate of \$0.00037982 in the dollar of capital value on every commercial rateable rating unit (as defined in the Funding Impact Statement).

X. Mainstreet Rates

Targeted rates for Mainstreet organisations, set under section 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002, at:

- A rate of \$0.00044546 in the dollar of capital value for every commercial rating unit in the Tauranga Mainstreet rating area as defined in the Funding Impact Statement.
- A rate of \$0.00050048 in the dollar of capital value for every commercial rating unit in the Mt Maunganui Mainstreet rating area as defined in the Funding Impact Statement.
- A rate of \$0.00151715 in the dollar of capital value for every commercial rating unit in the Greerton Mainstreet rating area as defined in the Funding Impact Statement.
- A rate of \$0.00029648 in the dollar of capital value for every commercial rating unit in the Papamoa Mainstreet area as defined in the Funding Impact Statement.

XI. Special Services Rates

'The Lakes' Targeted Rate

A uniform targeted rate for additional levels of service in relation to maintenance and renewal of street gardens, street trees, footpaths and the removal of litter from ponds provided to 'The Lakes' subdivision, located at Pyes Pa, set under section 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002, at:

- A rate of \$102.75 per rating unit located within 'The Lakes' subdivision as defined in the Funding Impact Statement.

#### 'The Coast Papamoa' Targeted Rate

A uniform targeted rate for additional levels of service in relation to maintenance and renewal of street trees and footpaths provided to 'The Coast Papamoa' subdivision, located at Papamoa, set under section 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002, at:

- A rate of \$35.01 per rating unit located within 'The Coast Papamoa' subdivision as defined in the Funding Impact Statement.

#### 'The Excelsa' Targeted Rate

A uniform targeted rate for additional levels of service in relation to maintenance and renewal of street gardens, street trees and up lights under trees provided to 'The Excelsa' subdivision, located at Papamoa, set under section 16(3)(b) and 16(4)(a) of the Local Government (Rating) Act 2002, at:

- A rate of \$51.78 per rating unit located within 'The Excelsa' subdivision as defined in the Funding Impact Statement.

#### XII. Resilience Rate

A targeted rate for resilience infrastructure investment in Water, Wastewater, Stormwater, Transportation and Emergency Management, set under section 16(3)(a) and 16(4) (b) of the Local Government (Rating) Act 2002 at:

- A rate of \$0.00001215 in the dollar of capital value on all residential rateable rating units in the city.
- A rate of \$0.00001944 in the dollar of capital value on all commercial rateable rating units in the city.

#### XIII. Transportation Rate

A targeted rate for Transportation infrastructure investment, set under section 16(3)(a) and 16(4) (b) of the Local Government (Rating) Act 2002 at:

- A rate of \$0.00005360 in the dollar of capital value on all residential rateable rating units in the city.
- A rate of \$0.00027872 in the dollar of capital value on all commercial rateable rating units in the city.

#### XIV. Community Rate

A targeted rate for Community amenity investment, set under section 16(3)(a) and 16(4) (b) of the Local Government (Rating) Act 2002 at:

- A rate of \$0.00011214 in the dollar of capital value on all residential rateable rating units in the city.
- A rate of \$0.00017943 in the dollar of capital value on all commercial rateable rating units in the city.

- (c) That all rates (except the water supply volumetric rate set under section 19 and the water supply base rate for metered connections under section 16 of the Local Government (Rating) Act 2002) be payable in two equal instalments due on:

- 31 August 2023 and
- 29 February 2024

- (d) That all metered water rates will, except as to high users, be invoiced on a quarterly basis dependant on when the water meters are read, in accordance with the table below headed “Due dates and penalty dates for rates for metered water supply”. The due dates will also be specified on the invoice. Rating units, which are considered high users of water (namely having an average consumption more than 5m<sup>3</sup> per day) will be invoiced monthly, and these rates will be due on the first Thursday after 23 days following the date of the invoice.
- (e) That the Council authorises the addition of penalties to rates that are not paid by the due date, as follows, in accordance with sections 57 and 58 of the Local Government (Rating) Act 2002, and delegates authority to the Manager Finance to apply penalties in accordance with this regime:
  - (i) a charge of 10% on so much of any rates instalment after 1 July 2023 which is unpaid after the relevant due date (except for the volumetric rate under section 19 and the water supply base rate for metered connections under section 16 of the Local Government (Rating) Act 2002) will be applied on:

Instalment due date	Penalty Date
31 August 2023	11 September 2023
29 February 2024	11 March 2024

- (i) a charge of 10% on so much of any of the volumetric rate under section 19 and the water supply base rate for metered connections under section 16 of the Local Government (Rating) Act 2002 invoiced after 1 July 2023 and which is unpaid after the due date will be applied on whichever is the next consecutive date following the due date of the invoice to which the penalty applies, being:

Water Penalty Date
26 October 2023
1 February 2024
2 May 2024
25 July 2024

**Due dates and penalty dates for rates for metered water supply and connection**

Week	Area	Q1 Due date	Q2 Due date	Q3 Due date	Q4 Due date
1	Mt Maunganui North/ Ind, Omanu, Matapihi,	10-Aug-23	02-Nov-23	15-Feb-24	09-May-24
2	Arataki, Te Maunga, Papamoa West	17-Aug-23	09-Nov-23	22-Feb-24	16-May-24
3	Papamoa West / East	24-Aug-23	16-Nov-23	29-Feb-24	23-May-24
4	Papamoa East / South,	31-Aug-23	23-Nov-23	07-Mar-24	30-May-24
5	Papamoa East, Kairua, Welcome Bay, Hairini	07-Sep-23	30-Nov-23	14-Mar-24	06-Jun-24
6	Hairini / Ohauti, Poike, Pyes Pa, Maungatapu.	14-Sep-23	07-Dec-23	21-Mar-24	13-Jun-24
7	Greerton, Yatton Park, Gate Pa, Avenues	21-Sep-23	14-Dec-23	28-Mar-24	20-Jun-24

<b>8</b>	Tauranga Central/South, TeReti, Judea, Sulphur Pt	28-Sep-23	11-Jan-24	04-Apr-24	27-Jun-24
<b>9</b>	Brookfield, Bellevue, Otumoetai	05-Oct-23	11-Jan-24	11-Apr-24	04-Jul-24
<b>10</b>	Otumoetai, Matua	12-Oct-23	18-Jan-24	18-Apr-24	11-Jul-24
<b>11</b>	The Lakes, Bethlehem	19-Oct-23	25-Jan-24	25-Apr-24	18-Jul-24
<b>All (including high users)</b>	<b>Penalty Added Date</b>	26-Oct-23	1-Feb-24	2-May-24	25-Jul-24

- (f) Where a ratepayer makes any payment that is less than the amount now payable, the Council, will apply the payment firstly to any rates outstanding from previous rating years and then proportionately across all current year rates due.

**CARRIED**

### 12.3 Adopt Final 2023/24 Development Contributions Policy

**Staff** Christine Jones, General Manager: Strategy, Growth & Governance  
Ben Corbett, Team Leader: Growth Funding

#### Key points

- Council adopted a Development Contributions Policy each year.
- As there were no key differences, the policy had not been publicly consulted on.
- It had become apparent that there were no new major capital projects being undertaken with the costs instead being driven by inflation and the holding of costs associated with debt.
- The Lakes reserve transport costs had resulted in the largest increase and there was a decrease in Pāpāmoa's costs as they had finished collecting for the reserves as they were now fully funded.
- There would be a reallocation of changes for the 2024-25 year and these would be consulted on.

#### In response to questions

- In response to a query the Master Builders Association had raised through a Commissioners Clinic, it was noted that the regulation team held regular meetings with builders and developers that were attended by the Association. Material had been prepared addressing the Association's concerns and noting the different timing for the charging of the development contribution fees. This would be provided to the Commissioners so that they could see what the options could be, and to provide feedback when approached. While there seemed to be a good level of understanding, each sector had different priorities of who pays and when they paid.
- The growth assumptions reflected in the Long-Term Plan 2024-34 (LTP) were used to calculate development contributions and would also look at transport numbers, growth experience and how much would be funded by the growth. Transport was the primary focus to understand whether Council was charging enough for the 2024-25 development contributions policy.
- There was a statutory requirement to align the development contributions policy with the LTP every three years. This was not done with the Long-Term Plan Amendment in 2022, but the underlying assumptions and the timing of investment and population projections would be picked up in the next LTP and flow through into that.
- Changes to the charges had to be reflected in the annual plan or LTP and all the projects would be revised by the Project Managers line by line to ensure that it all made sense and to determine whether sufficient levies had been collected.

- While the works included in the development contributions policy had been based on a lower inflation rate, it was noted that as many of the projects had already been delivered and paid for, therefore there was no escalation in the costs associated with those projects. The debt assumptions were reflected the annual plan and the LTP.
- Tauranga City Council (TCC) had one of the most comprehensive development contributions policies and some of the recent changes to legislation were modelled from Council's policy. There were very specific costs that related to the contributions and the principles that drove it. TCC worked closely with a group of growth councils.
- By adopting the policy today, the Council was confirming the policy which states that growth must pay for growth although Master Builders would argue that there was a public benefit of growth.
- It was virtually impossible under the legislation to collect 100% of the costs of growth through the fees. However there was an advantage to TCC updating the policy annually

### RESOLUTION CO9/23/6

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Adopt Final 2023/24 Development Contributions Policy".
- (b) Adopts the 2023/24 Development Contributions Policy.
- (c) Delegates to the General Manager: Strategy, Growth and Governance the authority to rectify any minor errors or omissions that are identified in the 2023/24 Development Contributions Policy prior to final publication.

**CARRIED**

## 12.4 Deliberations and Adoption Report - User Fees and Charges 2023/24

**Staff** Paul Davidson, Chief Financial Officer  
Kathryn Hooker, Corporate Planner

**External** Chad Hooker, Bay Venues Limited  
Tina Harris-Ririnui – Bay Venues Limited

### Key points

- The submission process had attracted 139 submissions, the bulk of which were about the Bay Venues Limited charges.
- Bay Venues Limited had provided responses to the submission points, most of which were around costs and the fairness of charges for indoor activities verses outdoor activities.
- There were some suggested changes in the report including on the water supply to reduce the fixed water cost in response to the Annual Report 2023-2024.
- Mr Hooker noted that they had been closely involved with user groups and had been holding ongoing conversations with them so were aware of the impact of the charges, but they had to manage the challenges.
- Ms Harris-Ririnui noted the process they had undertaken starting from a low place, adjusting the CPI, and benchmarking back in 2019. The charges then were well below the national benchmark and then Covid hit so it was not the right time to increase the costs. While some charges were adjusted, an independent review was carried out in 2021 which noted some charges were higher and some were lower.
- Tiered and different pricing was used for sporting facilities starting at the highest point with an adult standard rate, which was still subsidised by ratepayers, then a 15% discount adjustment for regular users was applied and then a 30% discount was applied for youth and seniors.

- The same exercise was applied for halls.
- The aquatic centres also had different prices for different age groups and regular users. The increase of a per person rate where there were 16 people per lane it was between 64 and 96 cents per person. For a hall the increase was between 20-86 cents per user.
- Most of the feedback was from the lane users, for whom they recognised was a price shock, so had relooked at that and introduced a 10% discount for regular users. The increase was 70-80 cents per person per hour for lane hire.
- Users were notified of the proposed increases in 2022 and directed to the information on the Tauranga City Council website.
- A submission point asked a comparison be done with an arena in the Hawkes Bay and that had been done. The proposed charges were still less than the national benchmark.
- In response to further submission points asking how the charges could be increased at the aquatic centres when water deaths were at the level that they were, it was noted that 78% of the deaths were people 25 years and over and 24% were in the 55 plus age range. 2,244 pupils from nineteen local schools participated in water safety lessons this year. The programme included 8-10 lessons on water safety and they would do more of these programmes if they could.

### In response to questions

- The proposed fee increases were not being charged until January 2024, apart from general entry prices which would increase on 1 July 2023, as Bay Venues Limited wanted to give the organisations time to imbed the increases into their budgets and to allow time for them to apply for funding.
- In response to a query as to why the fixed water meter charge was to be reduced, it was noted with the increase in volume, the Council would recover more in that activity than was required. Staff had looked to keep the volumetric use at a higher level and brought down the fixed charge. This was a temporary measure and the fixed charge at \$0 was still included so that it could be brought back in if needed.
- In relation to the charges for indoor and outdoor facilities it was noted that there was a comprehensive review of all fees and charges which would feed into the LTP.

### Discussion points raised

- Commissioner Tolley noted that the current process in place, which combined all user fees and charges and submissions being heard by the Council, needed to be changed in the future and expanded to include Bay Venues Limited. A new resolution (i) was added - *designs a future process to hear submissions on user fees and charges when Bay Venues Limited facilities were involved.*
- Commissioners acknowledged the explanations from Bay Venues Limited
- Acknowledged that a fair assessment of charges was being undertaken across the board.
- Noted that if increases in charges were delayed, it would affect the facilities later with either future users or ratepayers having to absorb costs in the future.

### RESOLUTION CO9/23/7

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Deliberations and Adoption Report - User Fees and Charges 2023/24".
- (b) Approves staff comments on submissions relating to User Fees and Charges 2023/24 in **Attachment 1**.
- (c) Confirms the following approach to the Schedule of User Fees and Charges as a result of feedback from consultation and staff suggested changes:

- (i) Option 1: Amend the proposed Schedule of User Fees and Charges as suggested in the table in paragraph 19.
- (d) Confirms the base water charges to be displayed \$0.00 in the Schedule of User Fees and Charges in line with the decision made at the adoption of the Annual Plan 2023/24 that all fixed charges are removed for 2023/24.
- (e) Notes in paragraphs 13-16 below how recommendations (e) to (h) added during the adoption of hearings held 29 May 2023 have been addressed.
- (f) Notes **Attachment 3** – an email from submitter 13 that has additional information to add to their submission.
- (g) Adopts the Schedule of User Fees and Charges 2023/24 with amendments from resolution (c) contained in **Attachment 2**.
- (h) Authorises the Chief Financial Officer to make any necessary minor drafting or presentation amendments to the Schedule of User Fees and Charges 2023/24 before going to print.
- (i) Designs a future process to hear submissions on user fees and charges when Bay Venues Limited facilities were involved.

**CARRIED**

At 10.43am the meeting adjourned.

At 11.01am the meeting reconvened.

## **12.5 Pōteriwahi (Parau Farms) further Report to Consultation Outcomes**

**Staff** Christine Jones, General Manager: Strategy, Growth & Governance

### **Key points**

- This report was an opportunity to conclude the consultation process for the proposed land use change of Pōteriwahi.
- Consultation had been undertaken on the use of the land and previous resolutions required staff consult with iwi and hapū. Key issues were worked through with Ngāti Kahu and the changes to the concept plan also took into account community feedback.
- The concept plan had been updated with the land for housing reduced from 22ha to 11ha, included three sports fields, the retention of an area for cultural recognition and the inclusion of a greenbelt area, passive reserves, stormwater and river access. Further development of the concept plan was required in conjunction with Ngāti Kahu and would be reported back to Council for approval.
- The report requested approval to proceed with the development of a plan change to zone land at Pōteriwahi for housing.

### **In response to questions**

- A plan change process was starting, with the technical work underway. Regardless of how the concept plan was finalised, the plan change process would be commenced straight away with the concept planning being run in parallel.

### **Discussion points raised**

- Commissioner Rolleston noted that when the consultation first started there was an appetite for housing, with others wanting to retain a greenspace, and this proposal gave a good balance for both. Through working positively with Ngāti Kahu it was now a significant site for all iwi and hapū. It was important to protect and preserve areas and to have opportunities for environmental enhancements and connections back to the river.

- Iwi had land on the other side of the road where they wanted to develop papakāinga and Council would work closely with them to realise their long term aspirations. There was still a way to go, and there was a need to step through a plan change process with the community and the hapū.
- At a concept level there was an opportunity to create something special, with a development that could become an exemplar of urban design, delivering social and affordable housing, along with creating recreational and leisure spaces.

### RESOLUTION CO9/23/8

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Pōteriwahi (Parau Farms) further Report to Consultation Outcomes" and notes the 8 February 2022 report "Pōteriwahi (Parau Farms) further Report to Consultation Outcomes".
- (b) Approves Pōteriwahi land use change to include retention of land for sports fields, passive reserves, stormwater and river access, with the remainder of land being disposed for housing purposes
- (c) Endorses in principle the updated concept plan for Pōteriwahi (Figure 1) that reflects this proposed land use and notes that the concept plan will be further developed in consultation with Ngāti Kahu and reported back to Council for approval.
- (d) Approves proceeding with the development of a plan change to zone land at Pōteriwahi to enable housing
- (e) Notes the hapū desire to achieve some housing outcome for their hapū and that Tauranga City Council will continue to work with them on ways that could be achieved
- (f) Requests Ngāti Kahu hapū nominate 2 representatives to work with Council as planning progresses.

**CARRIED**

## 12.6 Arataki Community Liaison Group Pilot Review

**Staff** Nic Johansson, General Manager: Infrastructure Services  
Ceilidh Dunphy, Community Relations Manager

### Key points

- There were two key learnings relating to community participation which would be noted when setting up community liaison groups in the future.
- The first was this project had too broad of a remit, which tended to give people expectations on the range of what they felt they could influence, but was misaligned with what Council could deliver. By contrast Links Avenue had a singular point of focus.
- The second was the importance of having consistency of staff throughout the project. The lack of facilitator for a few months impacted on the momentum and it was hard to regain the time commitment to do the group justice. A full time staff member was the best way to partner with the project and the community

### In response to questions

- In response to a query as to what could be ticked off and what was coming up, it was noted that this was being reported regularly. One such item was the engagement this week regarding the safe crossing of Girven Road and connecting the park to Bayfair. This was now with the transport team who included this in transport choices. This project had Waka Kotahi

support and a completion date of July 2024. There had been a lot of positive feedback and the two local schools were thrilled to have a safe crossing.

#### Discussion points raised

- Appreciation was noted and included in the resolution to all involved in the project and to formally thank them on behalf of the Council.
- There was a need to go out early to the community with the issues and harness their knowledge of the area. While the Council would put criteria in place it was powerful to go out to communities who were invested in making their community a great place to live and to find solutions that was good for their community.

#### RESOLUTION CO9/23/9

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Arataki Community Liaison Group Pilot Review".
- (b) Note the key findings of the review when considering the use of community panels and liaison groups in the future and thank all those involved in the Community Liaison Group for their time and commitment to the Arataki area.

**CARRIED**

#### 12.8 Executive Report

**Staff** Marty Grenfell, Chief Executive  
Nic Johansson, General Manager: Infrastructure Services  
Barbara Dempsey, General Manager: Community Services  
Paul Davidson, Chief Financial Officer  
Christine Jones, General Manager: Strategy, Growth & Governance  
Alastair McNeil, General Manager: Corporate Services  
Sarah Omundsen, General Manager: Regulatory and Compliance  
Gareth Wallis, General Manager: Central City Development

#### Infrastructure Services

##### In response to questions

- It was noted that the Cameron Road cycleway was due to open by 23 June 2023.
- The new approach to flood management was a hazards to person approach. This looked at the danger to the person from the impact of stormwater by depth, speed and the velocity of the water and whether a child or adult could be pushed over by it. Council introduced this eight years ago and it was good to see it introduced in other regions as you could not build your way out of stormwater issues by mitigating them, you had to look at the danger to people
- Police presence in the community was important. They were now looking at cameras for red light running which was a step change to how this was managed and would be discussed further in the LTP. Safety had to be put first and may result in the red light having to be left on longer to allow the traffic to get through. This was an efficiency intervention that could possibly be done at a lesser cost.

#### Discussion points raised

- Commissioners commended staff on 87% of the capital programme being completed and a forecast of 90% at year end, especially given the weather conditions it was a remarkable result.

## Community Services

### Key points

- Today was the first day for the new five day a week customer services operating at the Pāpāmoa and Greerton libraries.
- There was a plan to plant 200,000 plants across the city in the next few months.
- The virtual reality project was developed to show people what it was like in an earthquake or tsunami.

### In response to questions

- In response to concern about false and misleading emergency management information being provided to people at Pāpāmoa, it was noted that staff had met with the Pāpāmoa Residents & Ratepayers Association and provided them with correct information and would keep talking to the Association.
- It was noted that staff were identifying what trees they had now and as part of the annual process had a target to plant more trees each year.
- Information was sought on how to manage the increased geese population in the city.

### Discussion points raised

- Commissioner Rolleston noted that he had attended a recent Instep young leaders' breakfast which focused on a budget exercise looking at the LTP and getting them to think about the priorities. The key items raised were better transport options and choices, better reliability, and more efficient delivery of transport infrastructure and city-wide amenities, not only within the city centre. Questions put to the youth included where they were going to be in five years' time, resulting in no one putting their hand up to be in Tauranga, which highlighted the need to make Tauranga an attractive place to study, live, bring up families and contribute to the community and the need to attract people back to the area once they had completed their studies.
- The range of amenities included in the shared path facility in Pāpāmoa was acknowledged.

## Chief Financial Office

### Key points

- Equipment would be upgraded over the next 12 months to allow better operating conditions in poor weather conditions which would enable more landings and take-offs.
- The airport terminal precinct project was progressing slower due to consenting issues.

## Corporate Services

### Key points

- The engagement portal was now live, and if anyone wanted to make a connection with each ward, using the digital medium as a great way to get the experience.
- Last month as part of the business continuity programme an exercise was done to find out what would happen if the Council was the subject of a cyber-attack and we lost everything. It was noted that we learnt what we could not do without, as the organisation was highly dependent on technology and suppliers were highly dependent on instruction from the Council.
- Staff turnover had reduced from 20% to 15% in a time when the market competition for staff resources was high.

## Regulatory and Compliance

### Key points

- A key issue was the update on the Sale and Supply of Alcohol Amendment Bill, with the Select Committee recommendations proposing changes to the legislation. Many of these changes were about the process, so if the Bill was passed this year, it would not have an impact on the Local Alcohol Policy and there would be no need to reconsult.
- The Objective build move for building consents went well with great reports being received from consultants and builders on the consistent portal between Tauranga City Council and Western Bay of Plenty District Council.

- There would be a significant system upgrade for the resource consent process on 1 July 2023, with consultants and agents been advised and workshops would continue to ensure the experience was smooth.

### **In response to questions**

- Regarding the Local Alcohol Policy, it was noted that the Police District Commander would like a decision on opening times for licenced premises prior to summer and a query was raised as to whether decisions could be made on the open door policy and different opening times, as this would assist with policing in the CBD. Staff would check the legalities of this, consider options and report back.
- There was no information collected on how many houses were removed from the market due to being taken down or being no longer habitable, but staff would be able to capture the information going forward. Information on the current housing stock and how much it was increasing each year would be helpful.
- In response to a query regarding the need for two noise complaints to be registered before it triggered an inspection and some people not bothering to complain about road works because of it, the process of noise complaints was explained. Most complaints were for noise from parties rather than road works, however staff would let the contractor know of these and make sure they were closing the loops.
- The Sanderson Group proposed development at Pitau Street was a critical decision for the Minister for the Environment to consider and decide whether it could be released. Once the decision was to hand the timeframes would be updated.

### **Discussion points raised**

- It was requested that the information provided in the report on housing trends be changed to a line graph as it would be easier to understand the demand curve.
- It was noted that every Council had received a letter from Minister Woods following the Loafers Lodge fire to ensure that building compliance checks were being carried out.
- The onus should be on food premises to have a valid licence as they should be aware of their obligations.

### **City Developments & Partnerships**

#### **Key points**

- The Safe and Resilient Communities Advisor has been seconded to work closely with the businesses in the city centre and carried out on a daily walk of the CBD and was a good way to make a connection with the businesses and people in the city centre and form positive relationships.
- A new Chairperson had recently been appointed to Downtown Tauranga and was keen to work with the Council.

### **In response to questions**

- In response to a query as to whether the \$1.4m that had been applied for the Marine Parade Coastal Pathway would result in a balance of ratepayer funds available if it was successful. The information would be sought and provided to Members.
- Council was working closely with the Bay of Plenty Regional Council on the plans for the waterfront. It was noted that they were currently in public consultation for some of their activities in the area.
- All consents had been issued for the Harrington Street carpark with the six-story carpark being due for completion next year.
- In answer to a query regarding the submission received to install a climbing wall at the end of Memorial Park, it was noted that staff had made a commitment to work with the group and were seeking to find an industrial space that may be a better place for the activity.

**RESOLUTION CO9/23/10**

Moved: Commissioner Bill Wasley  
 Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the "Executive Report".

**CARRIED**

**13 DISCUSSION OF LATE ITEMS**

Nil

**14 PUBLIC EXCLUDED SESSION**

**Resolution to exclude the public**

**RESOLUTION CO9/23/11**

Moved: Commissioner Bill Wasley  
 Seconded: Commissioner Stephen Selwood

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:

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
<p><b>14.1 - Public Excluded Minutes of the Council meeting held on 29 May 2023</b></p>	<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)(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>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>
<p><b>14.2 - Tauriko West Funding Agreement Approval</b></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>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>

	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)	
<b>14.1 - Exemption from Open Competition - Grounds maintenance for Te Maunga Waste Management Area</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>14.4 - Exemption to Procurement Policy for Project Management Resource for Transport Team</b>	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	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>14.5 - Appointment of Board Members to Te Manawataki o Te Papa Limited and Tauranga Art Gallery Trust</b>	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons s7(2)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied	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

**CARRIED**

**The meeting closed at 12.51pm.**

**The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 3 July 2023.**

.....  
**CHAIRPERSON**

**8 DECLARATION OF CONFLICTS OF INTEREST**

**9 DEPUTATIONS, PRESENTATIONS, PETITIONS**

Nil

**10 RECOMMENDATIONS FROM OTHER COMMITTEES**

Nil

## 11 BUSINESS

### 11.1 Council-Controlled Organisation Board Remuneration Review, June 2023

**File Number:** A14392099

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#### PURPOSE OF THE REPORT

1. The purpose of this report is to present the recommendations from a review of remuneration for the trustees and directors of three of Tauranga City Council's council-controlled organisations, and to seek approval for an appropriate increase in fees.

#### RECOMMENDATIONS

That the Council:

- (a) Receives the report "Council-Controlled Organisation Board Remuneration Review, June 2023".
- (b) Agrees to increase the remuneration for trustees of the Tauranga Art Gallery, with the new base fee set at \$7,500 per annum.
- (c) Agrees to increase the remuneration for the Tauranga Art Gallery Trust Chair to \$15,000 per annum.
- (d) Agrees to increase the remuneration for the Tauranga Art Gallery Trust Deputy Chair to \$9,375 per annum.
- (e) Agrees to increase the funding grant for Tauranga Art Gallery by \$25,625 from the 2023-24 financial year onwards, to be funded through the existing City Partnerships council-controlled organisation budget (effective from 1 July 2023). Going forwards, this increase will be included in the Long-term Plan 2024-2034.
- (f) Agrees to increase the remuneration for trustees of Tourism Bay of Plenty, with the new base fee set at \$9,000 per annum.
- (g) Agrees to increase the remuneration for the Tourism Bay of Plenty Chair to \$18,000 per annum.
- (h) Agrees to increase the remuneration for the Tourism Bay of Plenty Deputy Chair to \$11,250 per annum.
- (i) Noting that Western Bay of Plenty District Council have agreed that \$10,000 of the increased total cost of trustee remuneration of \$10,875 will be funded out of their opex budget and the remaining \$875 would come from Council's existing City Partnerships council-controlled organisation budget (effective from 1 July 2023). Going forwards, this increase will be included in the Long-term Plan 2024-2034.
- (j) Agrees to increase the remuneration for the directors of Bay Venues Limited, with the new base fee set at \$35,000 per annum.
- (k) Agrees to increase the remuneration for the Bay Venues Limited Chair to \$70,000 per annum.
- (l) Agrees to increase the remuneration for the Bay Venues Limited Deputy Chair to \$43,750 per annum.
- (m) Agrees that the increased total cost of director remuneration of \$14,500 will be funded

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out of Bay Venues Limited's operational budgets, to be included in the Long-term Plan 2024-2034.

- (n) Agrees that the remuneration for the directors of Te Manawataki o Te Papa Limited is currently, and remains set at, \$40,000 per annum.
  - (o) Agrees that the remuneration for the Chair of Te Manawataki o Te Papa Limited is currently, and remains set at, \$80,000 per annum.
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## EXECUTIVE SUMMARY

2. Bay Venues Limited (Bay Venues), Tauranga Art Gallery Trust (TAGT), Tourism Bay of Plenty (TBOP) and Te Manawataki o Te Papa Limited (TMOTPL) are council-controlled organisations.
3. Tauranga City Council (TCC) appoints their directors/trustees (in the case of TBOP, jointly with Western Bay of Plenty District Council), and sets the level of director remuneration.
4. Regular reviews of council-controlled organisation board member remuneration are required by the Local Government Act 2002 (LGA). Ensuring that council-controlled organisation board members' remuneration is appropriate enables TCC to attract and retain suitably qualified directors and trustees for its council-controlled organisations.
5. Tauranga City Council's [Appointment of Directors to Council Organisations' Policy](#) states that council-controlled organisation board member remuneration will be reviewed at least once per triennium. Undertaking a review now means that any changes can be incorporated into the budgets for the Long-term Plan 2024-2034.
6. The last review took place in December 2020, when Council approved appropriate remuneration increases for the boards of TAGT and TBOP, but did not approve remuneration increases for the Bay Venues board.
7. A review was undertaken using a similar methodology as that used for previous reviews in 2017 and 2020. The review was supported by the *Institute of Directors: Directors' Fees Report 2022/23*.
8. This report recommends increasing remuneration for the boards of TAGT, TBOP and Bay Venues, to reflect their position in their respective bands. It also recommends maintaining the current TMOTPL boards fees as they are, primarily due to its recent establishment.

## BACKGROUND

9. Section 4.10 of TCC's [Appointment of Directors to Council Organisations' Policy](#) states that council-controlled organisation director remuneration *will be reviewed at least once per triennium, or wherever the performance of the CCO or the role of the CCO and its board changes significantly*.
10. Section 4.10.2 states that where council-controlled organisation directors are remunerated, the level of remuneration will be set taking into account the following factors:
  - the need to attract and retain appropriately qualified directors;
  - the levels of remuneration paid by comparable organisations in New Zealand;
  - any changes in the nature of the council-controlled organisation's business; and
  - any other relevant factors.
11. The last council-controlled organisation board remuneration review took place on 10 December 2020, when Council approved an increase to the remuneration for trustees of TAGT to the new base fee set at \$5,000 per annum. They also approved an increase to the remuneration for trustees of TBOP to the new base fee set at \$7,500 per annum.
12. No increase was recommended to the remuneration for directors of the Bay Venues Board in the 2020 review.

**Council-Controlled Organisation Board Remuneration Review**

- 13. The review used the same methodology as previous reviews undertaken in 2017 and 2020, and included benchmarking and consideration of the recent board performance reviews.
- 14. The review recommends increasing the fees for TAGT, TBOP and Bay Venues to better reflect the quality of board members, these boards’ recent performance, and the length of time since their remuneration was last increased. For TAGT, the recommendations also consider its movement up one band, based on the established assessment methodology.
- 15. The below table shows the current remuneration for council-controlled organisation boards:

CCO	Band	Base fee - director/ trustee	Fee - chair	No. of board members	Last reviewed	Last changed
Bay Venues	3 – Commercial	\$33,000	\$66,000	6*	Dec 2020	Dec 2017
TAGT	5 – Non-commercial	\$5,000	\$7,500	6	Dec 2020	Dec 2020
TBOP	4 – Non-commercial	\$7,500	\$15,000	6	Dec 2020	Dec 2020
TMOTPL	3 – Commercial	\$40,000	\$80,000	3	Mar 2023	n/a

\* Noting that, in this assessment, the number of Bay Venues directors is calculated at six. The seventh board member is the TCC General Manager: City Development & Partnerships, who is not remunerated for his board role.

- 16. The review recommends the following new director and trustee fees:

CCO	Base fee	Chair fee	Deputy chair fee	Total change in board remuneration
Bay Venues	\$35,000	\$70,000	\$43,750	\$14,500
TAGT	\$7,500	\$15,000	\$8,437.50	\$25,625
TBOP	\$9,000	\$18,000	\$11,250	\$10,875
TMOTPL	\$40,000	\$80,000	n/a	No change

- 17. It is proposed that the Bay Venues’ fee increase of \$14,500 would be funded out of their operational funding, with effect from 1 July 2023.
- 18. Western Bay of Plenty District Council have agreed that \$10,000 of the increased total cost of trustee remuneration of \$10,875 will be funded out of their opex budget and the remaining \$875 would come from Council’s existing City Partnerships council-controlled organisation budget (effective from 1 July 2023). Going forwards, this increase will be included in the Long-term Plan 2024-2034.
- 19. It is proposed that the \$25,625 increase for TAGT trustees would be funded through the existing City Partnerships council-controlled organisation budget, for the 2023-24 financial year, effective from 1 July 2023. In subsequent years, this increase would be covered by an increase to TAGT’s operating grant in the Long-term Plan 2024-2034.

**STRATEGIC / STATUTORY CONTEXT**

- 20. Regular reviews of council-controlled organisation board member’s remuneration are required by LGA. Council’s [Appointment of Directors to Council Organisations Policy](#) includes consideration of director/trustee remuneration, including the expectation that council-controlled organisation board member remuneration will be reviewed at least once per triennium.
- 21. This review has been undertaken to align with development of the Long-term Plan 2024-2034.

**OPTIONS ANALYSIS**

**Option 1: Approve the recommended changes to council-controlled organisation trustee/director remuneration – RECOMMENDED.**

22. Council approves an increase in trustee fees for TAGT to \$7,500 base fee, TBOP to \$9,000 base fee, and Bay Venues director fees increase to \$35,000.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Increases board member remuneration to better reflect position in band and the quality of board members on the board.</li> <li>• Fair remuneration for council-controlled organisation board members enables Council to attract and retain suitably qualified board members.</li> <li>• Qualified board members are better able to govern council-controlled organisations, help achieve the council-controlled organisation’s objectives and contribute to Council’s wider objectives and strategies.</li> <li>• Fair remuneration for council-controlled organisation board members has a positive effect on Council’s reputation, particularly in the relevant sectors (i.e., arts and tourism).</li> <li>• An increase in remuneration may have a positive impact on Council’s relationship with TAGT, TBOP and Bay Venues board members as they feel more valued.</li> </ul>	<ul style="list-style-type: none"> <li>• As Council provides operational funding for the council-controlled organisations, which includes trustee fees, an increase in remuneration is likely to lead to a small increase in Council funding for TAGT.</li> <li>• Negative perception of Bay Venues as the timing aligns with a review of their user fees and charges, which is already of media and public interest.</li> </ul>

**Option 2: Do not approve the recommended changes to council-controlled organisation trustee/director remuneration – NOT RECOMMENDED.**

23. Council does not approve an increase in trustee fees for TAGT and TBOP and director fees for Bay Venues.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• No financial impact for Council.</li> <li>• Public perception of Bay Venues less likely to be negative due to the concurrent review of their user fees and charges.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential negative impact on Council’s relationship with the council-controlled organisation’s directors and trustees, due to a perception that they are under-valued.</li> <li>• Potential reputational issues, leading to difficulty attracting and retaining high-calibre directors and trustees.</li> <li>• Potential reputational issues affecting Council’s relationship with other stakeholders in the relevant sectors.</li> </ul>

24. Further options that might also be considered by Council include an increase in fees for the directors/trustees of TAGT, TBOP and/or Bay Venues individually, but this is not recommended.

## FINANCIAL CONSIDERATIONS

25. The recommended option of increasing the trustee fees for TAGT by an additional \$25,625 per annum would come from Council's current council-controlled organisation budget, effective from 1 July 2023. The timing of this review means that this increased cost can be included in the draft Long-term Plan 2024-2034 for subsequent years.
26. The additional \$10,875 per annum for TBOP would mostly be absorbed from the \$10,000 one off grant from Western Bay of Plenty District Council and the remaining \$875 would come from Council's current council-controlled organisation budget, effective from 1 July 2023. The timing of this review means that this increased cost can be included in the draft Long-term Plan 2024-2034 for subsequent years.
27. The additional \$14,500 per annum for Bay Venues would come from Bay Venues' operational funding and be effective 1 July 2023. The timing of this review means that this increased cost can be included in the draft Long-term Plan 2024-2034 for subsequent years.
28. While the Trust Deed for TBOP enables the board to have up to a maximum of eight trustees each, both boards have agreed to limit their boards to the current six trustees, which significantly reduces the financial impact.

## LEGAL IMPLICATIONS / RISKS

29. There are no legal implications of this decision.
30. There are potential reputational risks related to this decision. Ensuring that council-controlled organisation director remuneration is appropriate enables TCC to attract and retain suitably qualified directors for its council-controlled organisations.

## CONSULTATION / ENGAGEMENT

31. No community consultation or engagement is required.

## SIGNIFICANCE

32. 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.
33. 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; and
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
34. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

## ENGAGEMENT

35. 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**

36. If approved by Council, the relevant council-controlled organisation boards would be notified of the increases.
37. The proposed TAGT, TBOP and Bay Venues' board member fee increases will need to be reflected in the Long-term Plan 2024-2034. However, the new remuneration would take effect from 1 July 2023, through the three funding mechanisms noted in this report.
38. The next review of council-controlled organisation board member remuneration will take place in 2026.

**ATTACHMENTS**

1. **Remuneration Assessment for TCC CCO board members - June 2023 - A14772250** [↓](#) 

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## Assessment of remuneration for Tauranga City Council’s council-controlled organisation directors and trustees – June 2023

### 1. Overview

This assessment of council-controlled organisation director and trustee remuneration uses the same methodology as used in previous reviews (2020, 2017 and 2015/16). The methodology is provided for clarity as Appendix 1 of this review. Before starting this assessment, we considered the approach and methodology used in the previous reviews and concluded that it was still appropriate.

This assessment covers the four council-controlled organisations whose directors or trustees receive remuneration set by Tauranga City Council (TCC):

- Bay Venues Limited (Bay Venues)
- Tauranga Art Gallery Trust (TAGT)
- Tourism Bay of Plenty (TBOP) – a joint council-controlled organisation with Western Bay of Plenty District Council.
- Te Manawataki o Te Papa Limited (TMOTPL)

Part of the process involved researching fees for other benchmark organisations – other council-controlled organisations and crown entities with similar operations. The Institute of Directors (IoD) Director Fees Report 2022/23 was also a valuable resource. Appendix 2 shows our benchmarking data.

Data for the financial aspects of the size and scale dimensions was obtained from the council-controlled organisations’ annual reports for the year ended 30 June 2022. The remaining areas were determined by staff review.

The assessment resulted in two of the council-controlled organisations, Bay Venues and TBOP, remaining in their current bands. TAGT moved up one band. To align with current market trends, plus function and complexity scoring increases across these three council-controlled organisations, fee increases have been identified as appropriate at the time of this review in June 2023. TMOTPL is a newly established council-controlled organisation, with the Chair and two Directors all appointed March/April 2023. Since their fees were only recently set, it was not deemed appropriate to increase their remuneration in this assessment. For this reason, TMOTPL is not included in all of the workings throughout this document.

Given the results of the assessment, the recommendations are:

#### Bay Venues

Increase the base director fee from \$33,000 to \$35,000, to acknowledge Bay Venues has not received a fee increase in six years. Increase the Chair fee to \$70,000.

#### Tauranga Art Gallery Trust

Increase the base trustee fee from \$2,500 to \$7,500 to reflect TAGT’s movement to the next band level, the quality of trustees and the board’s performance. Increase the Chair fee to \$15,000.

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**Tourism Bay of Plenty**

Increase the base trustee fee from \$7,500 to \$9,000 to better reflect TBOP’s position in the band level and the board’s performance. Increase the Chair fee to \$18,000.

**Te Manawataki o Te Papa Limited**

Retain the base director fees at \$40,000 and Chair fee at \$80,000 per annum, to reflect these fees only recently being approved in March 2023.

A more detailed discussion, including alternative options and the full cost of each option, is provided in the Recommendations section of this assessment.

These increases are proposed to be funded through the following mechanisms which will be noted in the report going to Council for approval on 3 July 2023.

- Bay Venues – funded through their operating grant, effective from 1 July 2023.
- TAGT – funded through the Council’s existing City Partnerships – council-controlled organisation budget for the 2023-24 financial year (effective from 1 July 2023). In subsequent years, the increase would be funded through the Long-Term Plan 2024-2034.
- TBOP - Western Bay of Plenty District Council, co-shareholder of TBOP, has confirmed a one off \$10,000 grant for this purpose, for the 2023-24 financial year. The remaining increase to be covered would come from Council’s existing City Partnerships – council-controlled organisation budget (effective from 1 July 2023). In subsequent years, this increase would be covered by the Long-Term Plan 2024-2034.

The recommendations for Bay Venues, TAGT and TBOP also include remuneration for a Deputy Chair based on the standard multiplier of 1.25 times the base director/ trustee fee.

**2. Current council-controlled organisation board member fees**

CCO	Band	Base fee	Chair fee	No. board members	Last reviewed	Last changed
Bay Venues	3 Commercial	\$33,000	\$66,000	6 (7 directors at present, see note below)	Dec 2020	Dec 2017
TAGT	4 Non-commercial	\$2,500	\$5,000	6 (5 trustees at present, see note below)	Dec 2020	Dec 2020
TBOP	4 Non-commercial	\$7,500	\$15,000	6	Dec 2020	Dec 2020
TMOTPL	3 Commercial	\$40,000	\$80,000	3	March 2023	n/a

**Notes:**

Bay Venues has seven directors but six are taken into account for this assessment as one director is a TCC staff member, who is not remunerated through these director fees.

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Bay Venues currently has an Aspiring Director (Board Intern), and TAGT and TBOP also had a board intern each until 30 April 2023, as part of Council’s inaugural 12-month programme to encourage a pipeline of diverse future directors. These are unpaid roles and we anticipate recruiting for another cohort of interns in September 2023.

Both Bay Venues and TBOP also gained a mana whenua board representative for a three year term on each of their boards in 2022, who are paid the same base fees. We are currently in the process of appointing a TAGT mana whenua representative who will be paid on the same basis. Therefore the TAGT board members are stated as six throughout this assessment, in anticipation of the mana whenua representative becoming the sixth board member in the near future.

**3. Benchmarking & market movement**

Previous reviews have appended a table showing the fees for a number of different comparable organisations. This has been updated, using the most recent information available online, and is provided as Appendix 2.

The Institute of Directors’ (IOD) Director Fees Report 2022/23 provides valuable information on directors’ fees for many different types of organisation, broken down into a range of different metrics, including industry, organisation type (e.g. private, State-owned Enterprise, council-controlled organisation, not-for-profit), size etc. This information has been incorporated into the benchmarking table.

The IOD report shows that the median non-executive directors’ annual fee rose 3.1% to reach \$51,529 in 2022, up from \$50,000 in 2021. This was less than the 7.1% fee growth seen in 2021, and less than the median wage increase of 4% in the year to June 2022 (Labour Cost Index). This market movement decrease may reflect a return to more normal times, following the COVID-19 pandemic.

Note that this assessment is for a period longer than one year, as the CCO directors’ remuneration was last reviewed in 2020 (but only Bay Venues’ director fees were not increased at that time, with TBOP and TAGT receiving increases):

- Bay Venues – covers a six year period
- TAGT – covers a three year period (since last pay increase in 2020)
- TBOP – covers a three year period (since last pay increase in 2020).

**4. Application of methodology to individual council-controlled organisations**

The full methodology is provided as Appendix 1 of this assessment.

The size and scale evaluation was based on the following information. The financial aspects were obtained from the council-controlled organisations’ accounts as at 30 June 2022.

Size and Scale Data	Bay Venues	TAGT	TBOP
Total Revenue	\$23.1 million	\$1.53 million	\$3.56 million
Total Assets	\$139.2 million	\$15.2 million	\$577,108
Full time employee equivalent (FTEs)	100 < 299	< 50	< 50

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**Evaluation results**

The size and scale areas were evaluated using the above data. The remaining areas were determined by staff review. Results from the previous review were used as a starting point (where the assessment differs from the previous review in 2020, that previous number is shown in brackets).

Evaluation areas	Bay Venues	TAGT	TBOP	TMOTPL
Budget/ turnover	2	1	1	-
Assets Owned	3 (2)	1	1	-
FTEs	3	1	1	1
Complexity	3 (2)	2	2	4
Function	3 (2)	2 (1)	2	4
Impact of decisions	3 (2)	2	2	3
Public profile	3	3 (2)	3	4
Reputational Risk	3	2	2	4
Skills	8 (6)	4	6	10
<b>Total</b>	<b>31 (25)</b>	<b>18 (16)</b>	<b>20</b>	<b>30</b>
<b>Band</b>	<b>3</b> Commercial	<b>4 (5)</b> Non-Commercial	<b>4</b> Non-Commercial	<b>3</b> Commercial

The scores in the table above mean that two of the council-controlled organisations (Bay Venues and TBOP) remain in their current bands (as assessed by the previous reviews). TAGT moves up to the next band level as a result of the scoring method and changes to the environment TAGT is operating in over the last three years. This is mainly due to TAGT having an increasingly significant role in the Te Manawataki o Te Papa civic precinct development project. Bay Venues and TBOP staying in the same band is reasonable, as none of the council-controlled organisations have undergone a significant overall change in their scale or nature of operations since the previous review, which would be reflected in a change of band.

Te Manawataki o Te Papa Limited is a new council-controlled organisation, so its assigned band is also new.

**5. Recent events**

Political, funding, Council strategies and pandemic impacts have all contributed to an evolving and dynamic operating environment for the council-controlled organisations over the past three years.

In June 2022, the Council committed to redeveloping the civic precinct that will see Tauranga’s heart transformed into a vibrant community space. The once-in-a-generation project will create a key cultural, heritage and economic driver for the region, called Te Manawataki o Te Papa. It will feature facilities such as a library and community hub, civic whare (public meeting house), museum, and an exhibition gallery.

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Bay Venues, TAGT and TBOP all play some part, to varying extents, in the development of Te Manawataki o Te Papa and are witnessing the associated momentum of projects across Tauranga.

Other key events since the 2020 review include Commissioners being appointed to Council in 2021, changes to the Council's funding decisions and financial environment.

There is a strong appetite from the Commissioners, council-controlled organisations and Council staff to increase collaboration opportunities and a shared services project commenced in late 2022 to further explore the options.

The COVID-19 pandemic continued to impact all three council-controlled organisations to varying extents over the past three years, presenting new challenges for their organisations, their management and boards in a number of areas.

The Institute of Directors, Directors Fees Report 2022/23 provides the results of their annual survey, undertaken in 2022. It comments that the worst of the pandemic is behind us we are now operating "in a state of new normal." It also notes that "the pressures that resulted in wild fluctuations in directors' fees over the past few years have finally settled down."

## **6. Recommendations**

### **Bay Venues**

At the time of the previous review in 2020, the Bay Venues directors' fees remained the same as the 2017 fees, which had been increased to bring them into the range for their band. Before this, Bay Venues' director fees had remained the same since the council-controlled organisation's establishment in 2013.

Bay Venues' 2021/22 Annual Report noted that the business had continued to be affected by the COVID-19 pandemic, with significant impacts on the commercial events business and visitor entry to its facilities. Highlights included approximately 1.5 million people still using their 24 facilities across the city during the 2021/22 financial year and out of their 1598 surveyed customers, 90% felt satisfied or very satisfied with their experience. Bay Venues was also awarded the Recreation Aotearoa 2021 Aquatic Innovation Award for their 'Keep Me Safe' pool supervision rules, leading to a 38% decrease in water rescues across all aquatic sites since the campaign's launch in 2020.

A significant strategic review of Bay Venues' operations and structure was undertaken in 2020 and at the time of this remuneration review, all 12 tasks have now been completed. A mana whenua representative and board intern were both appointed to the Bay Venues board in 2022, providing a more diverse lens.

Given the strategic review of Bay Venues, it is recommended that the fees for its directors remain in their current band, but are increased by 6% (rounded up to the nearest \$500) to reflect Bay Venues having an increasingly significant role in various TCC new capital projects. This recommended fee increase also acknowledges that the directors have not received an increase since 2017 and appropriate remuneration is necessary for the success of the board and organisation.

Please note there are currently seven directors on the Bay Venues, however only six have been noted in the calculations. This is because one Director is TCC General Manager: City Development and Partnerships, who does not receive separate remuneration from their TCC salary for being on the board.

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	Current remuneration	Remuneration per recommendation	Total variance
<b>Chair</b>	\$66,000	\$70,000	\$4,000
<b>Deputy Chair</b>	\$41,250	\$43,750	\$2,500
<b>Other Directors</b>	\$33,000 (x4 = \$132,000)	\$35,000 (x4 = \$140,000)	\$8,000
<b>Total remuneration</b>	<b>\$173,316</b>	<b>\$253,750</b>	<b>\$14,500</b>

Other options

Option	Benefits	Disadvantages
A. Retain current fees	<ul style="list-style-type: none"> <li>• May attract directors with skills and experience outside the commercial sector, potentially with more of a community orientation.</li> <li>• No direct financial impact on council as director fees are paid by Bay Venues itself.</li> </ul>	<ul style="list-style-type: none"> <li>• Current directors feeling undervalued and discentivised in their work.</li> <li>• Negatively impacting relationships between Council and Bay Venues.</li> </ul>
B. Decrease fees	<ul style="list-style-type: none"> <li>• Reduced governance cost for Bay Venues.</li> </ul>	<ul style="list-style-type: none"> <li>• Reputational issue with Bay Venues directors and potential future director applicants.</li> </ul>

Neither option is recommended due to the disadvantages above outweighing the advantage of increasing the fees. Increasing the fees as recommended may make current directors feel more valued, potentially attract higher calibre directors in the future and ensure remuneration is appropriate for the current operating environment.

**Tauranga Art Gallery Trust**

With significant development and momentum in Tauranga City Council's future planning, particularly for the transformation of the heart of the city and Te Manawataki o te Papa, TAGT faces more opportunities and challenges as part of this growth. Plans to expand the Gallery exhibition space, redevelop parts of the current Gallery's layout, and the need to find an interim education facility, all contribute to increased complexity, function, impact of decision and public profile for trustees.

Prior to the 2015 review, TAGT trustees received no remuneration. Since the 2015 review, they have been remunerated at the lowest point of the band 5 range (\$2,500 per trustee). The staff recommendation from the 2017 review was to increase their remuneration, but the council chose not to accept the recommendation and retained trustee fees at the 2015 level. The same recommendation was made in the 2020 remuneration review and the increase to a base fee of \$5,000 was accepted.

The most recent board performance review was a board-led review in 2021. The report acknowledged that the TAGT board were leading in a context of change, which included the

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recent appointment of three new board members in May 2021 and a new Gallery Director. It noted a key strength was the board’s strategic focus, including its identification of the need to ensure full buy-in of TAGT’s Strategic Plan throughout the organisation. There were some minor issues identified, including the need to participate in a facilitated conversation to design a governance model that clearly outlines management and governance roles and responsibilities

In TAGT’s 2022-23 Statement of Intent, the Board Chair notes the Trust is conscious of the Gallery’s economic challenges. However, the Chair added, “Our strong governance, business continuity plans and agile risk response strategies, which were especially deployed during challenging times over the past year, place us in a strong position to confidently enter the new financial year, buoyed with exciting new appointments in both staff and trustees.”

TAGT’s 2021-22 Annual Report shows TAGT’s agility and resilience in the face of the COVID-19 pandemic. TAGT’s programmes reached a total of 101,503 viewers over the 2021/22 financial year, including 27,814 gallery visits, 53,858 offsite project visits and 19,831 visits to touring exhibitions. This enabled cultural and art experiences across the community for residents and visitors.

It is recommended that the base trustee fee for TAGT be increased to \$7,500, to bring them into the base of the recommended shift in band. This would reflect the high quality of trustees the board is able to attract and the other factors mentioned above.

The recommended increase also recognises that TAGT trustee remuneration initially went from zero to \$2,500 in 2015 and the significant number of hours many of the trustees are putting into their role and going over and above for the organisation. The recommendation also takes into account that the board will have an additional member in the near future, with the appointment of a mana whenua representative.

	Current remuneration	Remuneration per recommendation	Total variance
<b>Chair</b>	\$10,000	\$15,000	\$5,000
<b>Deputy Chair</b>	\$6,250	\$9,375	\$3,125
<b>Other Trustees</b>	\$5,000 (x4 = \$20,000)	\$7,500 (x5 = \$37,500)	\$17,500
<b>Total remuneration</b>	<b>\$36,250</b>	<b>\$61,875</b>	<b>\$25,625</b>

Other options

Option	Benefits	Disadvantages
A. Retain fees at current level	<ul style="list-style-type: none"> <li>No financial impact for council.</li> </ul>	<ul style="list-style-type: none"> <li>Negative impact on relationship with trustees (due to a perception that they are under-valued).</li> <li>Reputational issues - difficulty attracting and retaining high calibre trustees.</li> </ul>
B. Decrease fees	<ul style="list-style-type: none"> <li>Positive financial impact for council.</li> </ul>	<ul style="list-style-type: none"> <li>Greater negative impact on relationship with trustees (due to a</li> </ul>

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		perception that they are under-valued). <ul style="list-style-type: none"> <li>• Reputational issues – greater difficulty attracting and retaining high calibre trustees.</li> </ul>
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Neither option is recommended due to the reputational and relationship impacts likely to occur.

**Tourism Bay of Plenty**

TBOP trustees’ base fees were increased in 2020 from \$2,500 to \$7,500 as a result of being assessed using this same methodology.

TBOP’s most recent board performance review was a board-led review in 2021. The report acknowledged that the TBOP board were governing well, the trustees were knowledgeable of their governance obligations, have considerable expertise and experience in governance and organisational leadership. It also noted challenges and governance development opportunities to be addressed, including:

- Continuing to re-focus on high level governance roles and responsibilities.
- Completing governance succession planning and skills audits
- Continuing to develop an iwi engagement strategy that includes recruitment of mana whenua onto the board.
- Continuation with their recent purposeful focus on stakeholder engagement and developing great relationships with funders.

While another board performance is due to be completed later in 2023, from feedback received at Council and Governance to Governance meetings, TBOP is generally on track with the above recommendations.

Despite the challenges faced by TBOP, its 2021-22 Annual Report shows that it launched the inaugural Flavours of Plenty festival, which attracted around 1800 people, including approximately 13% from outside the region. This led to local business collaboration opportunities and positive media coverage.

TBOP’s 2022-23 Statement of Intent highlights its lead role in the sustainable growth of the visitor economy and destination management of the Coastal Bay of Plenty and a range of objectives to support this outcome.

It is recommended that TBOP trustees’ base remuneration is increased to \$9,000. This would align TBOP trustees’ fees with their position within their designated band.

	Current remuneration	Remuneration per recommendation	Total variance
<b>Chair</b>	\$15,000	\$18,000	\$3,000
<b>Deputy Chair</b>	\$9,375	\$11,250	\$1,875
<b>Other Trustees</b>	\$7,500 (x4 = \$30,000)	\$9,000 (x4 = \$36,000)	\$6,000
<b>Total remuneration</b>	<b>\$54,375</b>	<b>\$65,250</b>	<b>\$10,875</b>

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Other options

Option	Benefits	Disadvantages
A. Retain fees at current level	<ul style="list-style-type: none"> <li>No financial impact for council.</li> </ul>	<ul style="list-style-type: none"> <li>Potential reputational issues for council, particularly in relation to tourism industry.</li> <li>Negative impact on relationship with trustees (due to a perception that they are under-valued).</li> <li>Difficulty attracting and retaining high calibre trustees.</li> </ul>
B. Decrease fees	<ul style="list-style-type: none"> <li>Positive financial impact for council.</li> </ul>	<ul style="list-style-type: none"> <li>Potential reputational issues for council, particularly in relation to tourism industry.</li> <li>Greater negative impact on relationship with trustees (due to a perception that they are under-valued).</li> <li>Greater difficulty attracting and retaining high calibre trustees.</li> </ul>

Neither option is recommended due to the reputational and relationship impacts likely to occur.

**Te Manawataki o Te Papa Limited**

The delivery of the Te Manawataki o Te Papa civic precinct development project in Tauranga's city centre is a once-in-a generation project that will see the city's heart transformed into a vibrant community space, breathing new life into what will become a key cultural, heritage and economic driver for the region. TMOTPL is responsible for the governance of the delivery of the project from planning, design, execution, monitoring and control, through to the completion of construction.

The board was established in early 2023, with the Chair and one Director commencing on 31 March and the third Director starting on 1 May 2023. The board's performance will be monitored by their delivery on their Statement of Intent, objectives, and through their monthly meetings with the Commission.

Due to the recent establishment of this council-controlled organisation, there is no proposed change to its directors' remuneration.

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**Appendix 1: Methodology for review of Tauranga City Council’s council-controlled organisation director remuneration**

**Purpose**

To ensure that all of Council’s **council-controlled organisations** operate in a manner that maximises their contribution to ratepayers’ benefit by attracting appropriately qualified and motivated directors and trustees. Remuneration has a direct impact on ensuring the right pool of applicants, with relevant experience, are attracted to these roles.

The Council is empowered by legislation and policy to appoint directors to **council-controlled organisation** boards and set directors’ fees to reflect the size, complexity and operating environment of each entity.

**Methodology**

This model was developed by Auckland Council. This methodology was principally based on a report prepared by Martin, Jenkins and Associates. This was the same methodology used in 2015/16, 2017 and 2020 for the previous reviews of the **council-controlled organisations’** director remuneration.

While Auckland’s **council-controlled organisation** are much larger in scale than Tauranga’s, the scales have been left the same to ensure that the final scores and relative remuneration are consistent.

This methodology considers the relative scale of each **council-controlled organisation** through a variety of dimensions in the following key areas:

- Size and scale
- Complexity and scope
- Accountability
- Skills Required

**Size and scale**

These are quantitative dimensions which demonstrate the relative magnitude of each **council-controlled organisation**, including revenue, opex, capex, asset base, equity, liabilities and employee numbers.

These dimensions are useful for understanding the scale of an organisation but are not sufficient on their own to assess the nature of governance roles and responsibilities.

Budget/turnover	Score
\$0-10m	1
\$10m-50m	2
\$50m-100m	3
\$100m-300m	4
\$300m-600m	5
\$600m-1.2b	6
\$1.2b+	7

Assets owned	Score
\$0-100m	1
\$100m-500m	2
\$500m-1b	3

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\$1b-3b	4
\$3b-6b	5
\$6b-12b	6
\$12b+	7

FTEs	Score
0-50	1
51-99	2
100-299	3
300-499	4
500+	5

**Complexity and scope**

These dimensions assess the nature of the work performed by each entity. This includes dimensions such as relationship management responsibilities, the complexity of issues considered, whether or not there are past decisions for guidance and ownership versus management responsibilities.

Complexity of issues	Score
Very complex issues with no past decisions for guidance. Each situation significantly to others and solution required is often unique.	5
Some issues will be very complex with few previous decisions for guidance.	4
Complex issues requiring analysis and consideration of potential alternative solutions. While each case will be treated on its merits there will often be previous decisions for guidance.	3
Some issues will be complex requiring analysis and careful judgement but other issues will be straightforward and may be resolved quickly through consistent application of established decisions.	2
Situations require consideration and judgement, but usually under established guidelines.	1

Function, level and scope of authority	Score
Innovative – the development of new concepts is required to find innovative and path-finding solutions. There will be little or no external guidance (New Zealand or internationally) to aid resolution of these issues.	5
Constructive – the development of new approaches or advice is required where the issues are complex, multi-dimensional and involve substantial research, consideration of possible alternatives and their consequences. The body may commission research or utilise the findings to inform their policy development or advice.	4
Evaluative – issues will include circumstances, facts and concepts different to those that have been experienced in the past. Analytical thinking and evaluative judgement will be required to identify realistic alternatives and apply/recommend a solution.	3
Judgement – solutions will be found from application of professional or personal judgement and generally guided by previous decisions. Circumstances may be different from those previously experienced but there will be a sufficient frame of reference to make a considered decision.	2

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Operational – issues to be resolved are generally within existing policy and prior decisions. Decisions can generally be made quickly and with reasonable certainty.	1
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**Accountability**

This considers the scale of market risk, exposure and public interest in each entity. This includes the impact of decisions made by each Board, the public profile of the **council-controlled organisation’s** activities, potential risk to reputation of individual Directors, and key risks faced by the entity.

Impact of decisions	Score
An immediate impact on groups of people or sectors of society.	5
An immediate, critical impact on individual or small number of people.	4
Decisions have an immediate, but not critical effect on a small number of individuals or a single corporate entity.	3
Decisions have a longer-term impact on groups of people or sectors of society.	2
Decisions affect internal policies within an organisation.	1

Public profile	Score
High profile, broad public interest and scrutiny likely. Potential impact on New Zealand’s international population.	5
Moderate profile; strong interest likely from large sectors of the public. Decisions may have a major effect on the Council.	4
Medium profile; public interest likely to be localised to area, sector or discipline.	3
Limited profile – usually non-controversial determinations but of interest to small pressure groups.	2
Low profile – generally non-controversial findings or recommendations.	1

Risk to personal reputation	Score
Widespread public interest in outcomes would be expected. Member/s will attract strong interest from media and/or peers. Potential risk to personal and/or the body’s reputation is high.	5
Strong public, peer and stakeholder interest and importance would be associated with these issues. Media interest would also be expected, but potential risk to personal or the body’s reputation is unlikely.	4
Moderate but widespread public and peer interest is likely. Reputational risk is minimal.	3
Public interest is likely to be limited, but the issues would be of interest to other members of the particular profession or sector.	2
There is likely to be little or no wider public or peer interest in decisions made by the entity.	1

**Skills Required**

In addition to these dimensions, the skills collectively required within each Board were considered. This includes the type of expertise and specialisation needed.

Expertise required	Score
Outstanding and authoritative knowledge, recognised nationally and internationally for expertise in a particular field.	12
Deep and broad knowledge in a specific area or as a leader. Widely respected as a subject matter expert or authority in their field.	10

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Substantial range of knowledge and experience in a field or professional discipline sometimes associated with senior level functional or technical leadership, executive management or governance roles.	8
A number of years' experience in a technical, professional field or in a leadership role is a prerequisite.	6
No specific experience is required but members would have broad general knowledge and may represent a body of opinion.	4

Consideration of these collective dimensions provided us with a comprehensive understanding of each **council-controlled organisation** and enabled an assessment of the internal relativities between each of the **council-controlled organisations**.

**Converting the score to a band**

*Extrapolated based on previous scores and band levels*

	Band 1	Band 2	Band 3	Band 4	Band 5
Budget	7	6	5	4	3
Assets	7	6	5	4	3
FTEs	5	4	3	2	2
Complexity	5	4	3	2	1
Scope	5	4	3	2	1
Impact	5	4	3	2	1
Profile	5	4	3	2	1
Reputation risk	5	4	3	2	1
Expertise	12	10	8	6	5
<b>Total (upper limit of band)</b>	<b>56</b>	<b>46</b>	<b>36</b>	<b>24</b>	<b>17</b>

**Fees**

**Recommended fee bands**

Band Level	Commercial Basis	Non-Commercial Basis	Score
1	\$51,000 to \$58,000	\$25,500 to \$29,000	47-56
2	\$38,000 to \$45,000	\$19,000 to \$22,500	37-46
3	\$33,000 to \$40,000	\$16,500 to \$20,000	25-36
4	\$15,000 to \$25,000	\$7,500 to \$12,500	18-24
5	\$5,000 to \$15,000	\$2,500 to \$7,500	12-17

Analysis shows that the directors fees for non-profit organisations is about half that for commercial organisations. The typical multiplier for remuneration is the Chairperson earns double that of a board member, with a Deputy Chair being paid about 1.25 times the standard board member.

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**Appendix 2: Fee benchmarking for TCC council-controlled organisations**

**PLEASE NOTE:** The benchmarking figures for other **council-controlled organisations** or comparable organisations have come from their most recent annual reports found online during this June 2023 review. In many cases, only an aggregate figure for total directors' fees was provided in the financial statements, so in these cases the total was divided by the number of board members stated on the website. Standard fee assumptions were used for the Chairs, being double the base director fees, and deputy chairs being 1.25 times the base fee.

Organisation/ comparison group	Type of entity	Director	Deputy Chair	Chair
General (median figures)				
State-owned enterprises IOD Directors' Fees Report 2022/23		\$28,910	\$45,000	\$53,000
Statutory boards IOD Directors' Fees Report 2022/23		\$28,000	\$32,000	\$59,761
Council-controlled organisations IOD Directors' Fees Report 2022/23		\$39,111	n/a (\$30,000)	\$47,500
Not-for-profit IOD Directors' Fees Report 2022/23		\$24,860	n/a (\$16,658)	\$37,500
Trust (not-for-profit) IOD Directors' Fees Report 2022/23		\$12,000 <i>Trustee</i>	n/a	\$26,400
Facilities Management				
Dunedin Venues Management 2018/19 annual report <a href="#">2022 annual report</a> for Dunedin Holdings, page 73	Dunedin CCTO	\$20,000		\$40,000
<a href="#">Tātaki Auckland Unlimited</a> (RFA & ATEED merger)	Auckland CCO \$402,000 total	\$41,384 (approx.)	\$ 51,000	\$ \$82,000
Wellington Regional Stadium Trust Wellington Sky Stadium 2018/19 annual report <a href="#">2021 annual report</a> for Sky Stadium	Wellington joint CCO – GWRC & WCC	\$19,000 \$19,625		
WREDA 2019/20 annual report	Wellington CCO Includes Venues Wellington	\$25,000		\$50,000
Art Gallery				

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Organisation/ comparison group	Type of entity	Director	Deputy Chair	Chair
Te Manawa Museum of Palmerston North 2020/21 annual report	Palmerston North CCO	\$2,672.25		\$5,344.5
Experience Wellington (Wellington Museums Trust link) 2020/21 annual report	Wellington CCO	\$16,000		\$32,000
Tourism				
Tourism New Zealand 2021/2219 annual report	Crown entity	\$20,000	\$23,000	\$42,000
<a href="#">Tātaki Auckland Unlimited</a> (RFA & ATEED merger)	Auckland CCO	\$41,100	\$51,375	\$82,200
WREDA 2019/20 annual report	Wellington CCO	\$25,000		\$50,000
Hamilton and Waikato Tourism 2016/17 annual report	Hamilton / Waikato CCO	\$10,000		\$16,000
Rotorua Economic Development Limited 2020/21 annual report	Rotorua CCO	\$12,250		\$24,500

## 11.2 Traffic & Parking Bylaw Amendment No.45

**File Number:** A14803478

**Author:** Will Hyde, Senior Transportation Engineer

**Authoriser:** Nic Johansson, General Manager: Infrastructure

### PURPOSE OF THE REPORT

1. To obtain approval from the Commission to introduce temporary amendments to the appropriate Attachments within the Traffic and Parking Bylaw (2012).

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### RECOMMENDATIONS

That the Council:

- (a) Receives the report "Traffic & Parking Bylaw Amendment No.45".
- (b) Adopts the proposed amendments to the Traffic and Parking Bylaw (2012) Attachments as per Appendix A, relating to minor changes for general safety, operational or amenity purposes, to become effective on or after 4 July 2023 subject to appropriate signs and road markings being implemented.

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### EXECUTIVE SUMMARY

2. The footprints of several significant developments within the Tauranga city centre extend to some degree into the adjacent road reserves, displacing a number of general parking spaces as well as special purpose parking or loading spaces – e.g. taxi rank, loading spaces.
3. Temporary alternative locations have been found for the special purpose spaces.
4. In order for the temporary facilities to be functional, they need to be incorporated into the Traffic and Parking Bylaw until such time as the construction zones are removed.
5. Once the various construction sites are disestablished the facilities will be returned to their former locations, or new locations where required by a relevant resource consent.

### BACKGROUND

6. Several significant developments within the Tauranga city centre either have, or will soon require, site boundaries which extend to some degree into the adjacent road reserves.
7. Some of these intrusions into the road reserve will displace existing parking or loading spaces. Where the lost spaces have a special purpose – e.g. taxi rank, loading spaces – alternative locations have been found for temporary relocations nearby.
8. In order for the temporary facilities to be functional, to minimise disruption to their use, and to enable enforcement of any unauthorised use, these features need to be incorporated into the Traffic and Parking Bylaw.
9. The sites in question are:
  - (a) 35 Hamilton Street (the car park building)
  - (b) 62 Willow Street (the Northern Quarter)
  - (c) 90 Devonport Road

10. Parking spaces will be temporarily removed from Harington Street (4 spaces), Hamilton Street west of Willow Street (6 spaces), Hamilton Street east of Willow Street (7 spaces) and Devonport Road (7 spaces) in order to maintain traffic lanes and footpaths past the sites.
11. A loading space on Harington Street will be relocated elsewhere within the same block on Harington Street. A loading space on Hamilton Street will be relocated within the same block on Hamilton Street.
12. The taxi rank on Hamilton Street will be relocated to the opposite side of the road, replacing the seven spaces mentioned in point 10.
13. Details of these changes are set out in Appendix A.
14. Current data indicates that on-street parking in the city centre sits at approximately 50-60% occupancy, out of approximately 1,100 spaces. This indicates that alternated parking is available within the city centre on-street environment to accommodate the temporary removal of parking spaces.

### **STRATEGIC / STATUTORY CONTEXT**

15. The temporary amendments will help to maintain network functionality during construction of developments which will contribute to the planned city centre action and investment plan.

### **OPTIONS ANALYSIS**

16. The nature of sites in the city centre is that building footprints often extend boundary to boundary, so construction sites to demolish, construct or redevelop a site often need to extend beyond the site boundary and into the road reserve.
17. When this happens, every effort is made by the corridor access team, in conjunction with the network safety team and the developers, to minimise the extent of any use of the road reserve. Traffic management plans set out how traffic, pedestrian movements, commercial loading and construction traffic will be accommodated adjacent to the site. The proposed changes are part of these traffic management plans.
18. By approving these temporary changes, TCC's regulation enforcement team will be able to assist in enforcing the temporary parking and loading controls at these sites.
19. Without approval, the regulation enforcement team will have no powers to prevent unauthorised parking, overstays etc., which could compromise safety, efficiency of the network, and the construction programme of the adjacent sites.

### **FINANCIAL CONSIDERATIONS**

20. Negligible – minor differences are expected between the costs paid by developers for use of the spaces and the parking fees that would otherwise be generated.

### **LEGAL IMPLICATIONS / RISKS**

21. The bylaw amendment is needed to allow enforcement of changes deemed necessary for safety, amenity, and network functionality purposes during the development of major sites within the city centre.

### **CONSULTATION / ENGAGEMENT**

22. Businesses that are directly affected by the changes will be informed in advance wherever possible.

### **SIGNIFICANCE**

23. 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.

24. 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.

In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

### ENGAGEMENT

25. 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.

### ATTACHMENTS

1. **Appendix A - T&P Bylaw Amendment 45 - A14808823** [↓](#) 

**APPENDIX A: Proposed Amendment No.45 to the Traffic and Parking Bylaw 2012**

**Attachment 7.2: Prohibited Stopping and Standing of Vehicles**

*Pursuant to Clause 12.1 and Clause 12.3 of the Traffic and Parking Bylaw 2012, the parking of motor vehicles is prohibited at all times in the following locations:*

<b>Prohibited Stopping and Standing of Vehicles</b>		<b>Consequences of not implementing</b>
Devonport Road East side	Fronting Nos.86 – 98 Devonport Rd Applies on Tuesdays and Wednesdays only, excludes loading activity.  Paid parking zone applies at other times.  <i>Note: To be revoked once the loading zone is no longer required, and parking to be returned to former layout.</i>	This is proposed in order to allow deliveries of building materials to the work site at No.90 Devonport Road. The site has limited access options and without this part-time temporary loading space deliveries cannot be made safely.
Hamilton Street South side	From the vehicle crossing to the former library car park, westwards for 37m.  <i>Note: To be revoked once the adjacent construction zone is no longer required, and parking to be returned to former layout.</i>	The work site for construction on the north side of the road (No.35 Hamilton Street) will extend into the road reserve. This area of the roadway is required in order maintain a traffic lane and footpath past the site.
Harington Street South side	From the western boundary of Willow Street, westwards for 45m.  <i>Note: To be revoked once the adjacent construction zone is no longer required, and parking to be returned to former layout.</i>	The loading area for the work site at No.35 Hamilton Street is accessed via Harington Street. Temporarily removing the existing parking and loading spaces will allow a smaller work site footprint, and therefore allow a traffic lane to be kept open with footpath alongside, on Harington Street. Retaining these spaces would require the closure of Harington Street past the work site.

**APPENDIX A: Proposed Amendment No.45 to the Traffic and Parking Bylaw 2012**

**Attachment 7.16: Loading Zones with Time Restriction**

*Pursuant to Clause 18.1 of the Traffic and Parking Bylaw 2012 the following portions of road, land or building are declared to be loading zones during the times specified below only:*

Loading Zones with Time Restriction		Consequences
Hamilton Street North Side 8.00am to 4.00pm	<del>The first four parallel spaces located east of Willow Street (combination Taxi parks).</del> The marked space adjacent to 53 The Strand.	This space relocates the existing loading space which will be removed due to the site boundary required for development of 62 Willow Street (The Northern Quarter). Not providing this will result in difficulties for delivery vehicles finding safe spaces to stop and load/unload in this part of the city centre.
Harington Street <del>South</del> North side 15 minute time restriction	Commencing <del>32</del> 12 metres west of the western kerb of Willow Street extending 12 metres west (two parallel parks).  <i>Note: To be revoked once the adjacent construction zone is no longer required, and parking restriction to be reinstated.</i>	The existing loading space which serves Harington House needs to be removed to provide access to the work site at No.35 Hamilton Street. This temporary location will provide an alternative loading space. Failure to provide this would likely result in delivery vehicles parking illegally on the yellow lines at this location.

**APPENDIX A: Proposed Amendment No.45 to the Traffic and Parking Bylaw 2012**

**Attachment 7.23: Passenger Service and Other Vehicle Stands (Vehicle Stands for Taxicabs)**

Pursuant to Clause 20.1 of the Traffic and Parking Bylaw 2012 the following areas of road, land or building are declared to be vehicle stands for taxicabs:

<b>Passenger Service and Other Vehicle Stands (Vehicle Stands for Taxicabs)</b>		<b>Consequences</b>
Hamilton Street South side	The seven angle spaces closest to The Strand.  <i>Note: To be revoked once the adjacent construction zone is no longer required, and parking spaces to be reinstated.</i>	Due to the construction site at 62 Willow Street (The Norther Quarter) the existing taxi rank will soon be unusable, and taxis will have nowhere to wait. This temporary solution replaces the seven taxi rank spaces lost due to construction.

### 11.3 Transport System Plan Transport System Operating Framework (TSOF)v2 Endorsement

**File Number:** A14800786

**Author:** Brendan Bisley, Director of Transport

**Authoriser:** Nic Johansson, General Manager: Infrastructure

#### PURPOSE OF THE REPORT

1. To seek endorsement of the refreshed TSP Transport System Operating Framework (TSOFv2)

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#### RECOMMENDATIONS

That the Council:

- (a) Receives the report "Transport System Plan Transport System Operating Framework (TSOF)v2 Endorsement".
- (b) Endorses the Transport System Plan Transport System Operating Framework v2 programme which includes the following components:
  - (i) Refresh Investment Objectives.
  - (ii) Refresh Programme including 86 prioritised projects.
  - (iii) Revised Transport System Plan Executive Summary which has been updated to reflect the refresh.

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#### DISCUSSION

2. The Urban Form and Transport Initiative (UFTI) was a collaborative project led by SmartGrowth and Waka Kotahi and involved Western Bay of Plenty District Council (WBoPDC), Tauranga City Council (TCC), the Bay of Plenty Regional Council (BoPRC), iwi, and community leaders. Together, these partners developed a refreshed, coordinated and aligned approach to key issues across the sub-region – such as housing, transport and urban development.
3. UFTI focussed on supporting liveable community outcomes – finding answers for housing capacity, intensification, multi-modal transport (such as public transport and cycleways) and strategic transport connections for industry and the port.
4. The final UFTI report was released in July 2020 and is currently being updated with the SmartGrowth Strategy 2023. This continues to ensure there is one cohesive strategic document for the western Bay of Plenty that incorporates and reflects the settlement pattern and key projects planned for the sub-region over the next 10 years. This enables us to take a broader and long-term approach to wellbeing.
5. The transport outcomes that are outlined in UFTI are managed by the western Bay of Plenty Transport System Plan (TSP) Partnership, including Waka Kotahi, TCC, BoPRC, WBoPDC, Priority One, Port of Tauranga, Kiwirail and Tangata Whenua representation.
6. TSP Partnership is the collaborative effort between the Partners to develop and implement the TSP. It creates conditions for all Partners to succeed and governs overall direction. The Partnership works together to identify and prioritize transport issues, develop solutions, and secure funding to improve the transportation network in the region. Each partner is

responsible for delivery of their project(s) whilst being held jointly accountable for that delivery.

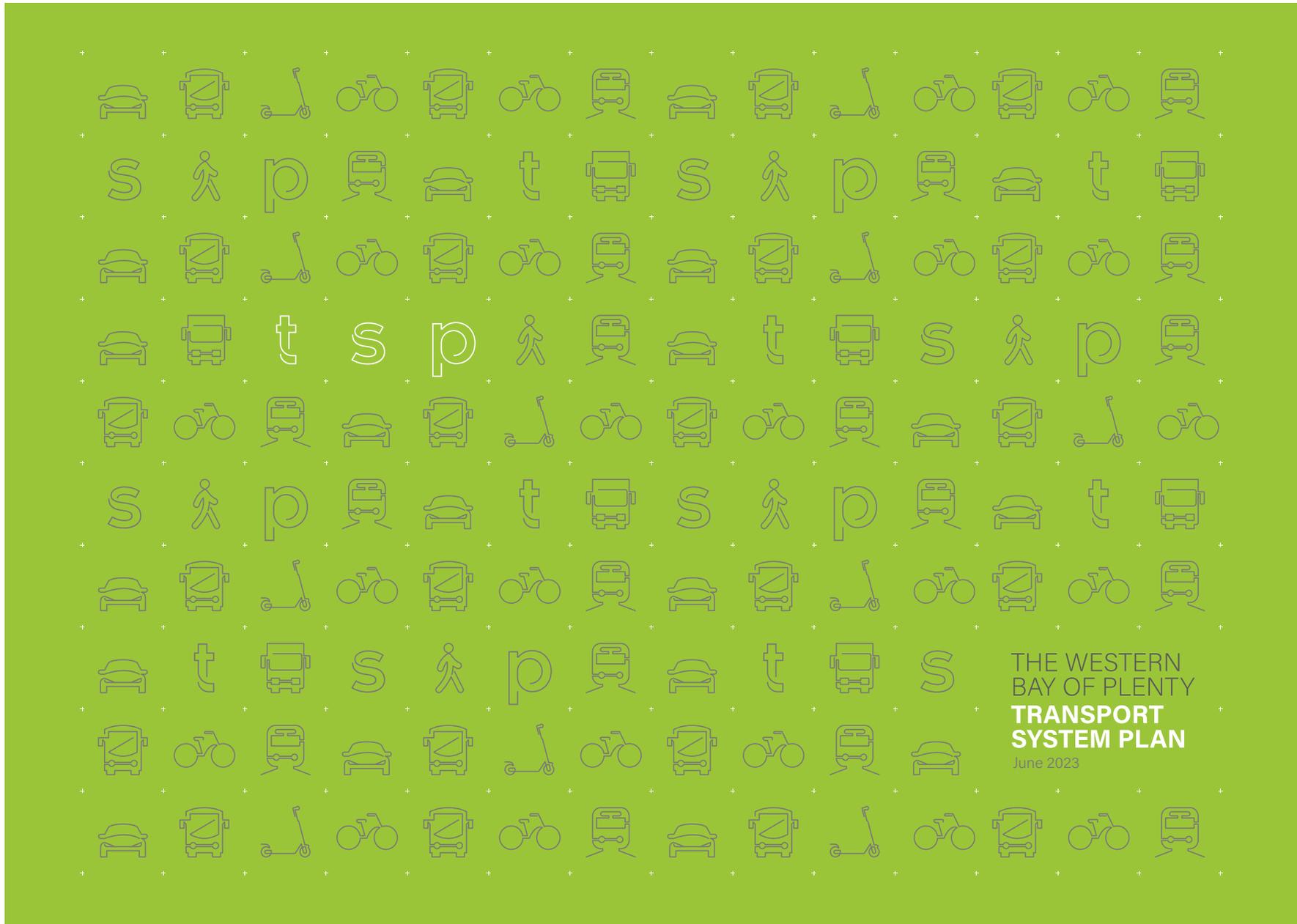
7. TSOFv2 is a high quality dynamic multi-mode transport system model that considers current and desired levels of service within the transport system, growth and constraints, policy settings and UFTI outcomes. It allows us to develop a robust 30+ year prioritised transport investment programme for the western Bay of Plenty.
8. TSP is the transport plan that delivers the transport outcomes sought under UFTI. TSP is instrumental in delivering the infrastructure required to enable housing development in the growth areas, intensification of the housing in the already developed parts of the city and providing economic vitality to the region through the movement of freight to the Port, supporting small businesses across the city and allowing workers to get to and from work to their homes. It also provides connection for recreational activities and maintains the attractiveness of the region for holiday makers.
9. TSOFv2 and the investment programme it proposes enables the housing and economic growth of the subregion, in a sustainable and future proofed manner. It supports development of over 40,000 additional dwellings and associated jobs over a 30-year period.
10. The refresh of TSOFv2 is essential in the evolving picture of growth in the western Bay of Plenty and the enabling transport investment needed to support these outcomes. Since the first plan two years ago, further work has been undertaken that addresses the intensification planned and further supports the growth areas in Tauriko.
11. This refresh integrates the latest central government policies we expect to be reflected in the Government Policy Statement on Land Transport (GPS). It is necessary that this is done in the lead up to Council Long-term Plan (LTP) and the Regional Land Transport Plan (RLTP) process.
12. The TSOF v2 refresh has been a collaborative exercise, involving all TSP partners, and is considered the most up to date representation of the 30 year transport programme investment needed to deliver transport and sub-regional growth aspirations. As such it can reliably be used to inform Council Long Term Plans (LTP) and the RLTP.
13. As TSOFv2 is a model that enables sequencing and prioritisation and can adapt to change, whether that is as a result of LTP and RLTP engagement processes, in affordability and funding, or deliverability constraints.
14. The 30 + year transport and PT system investment programme resulting from the refresh of TSOFv2 is currently a \$7.9B plus investment consisting of at least 84 prioritised projects requiring combined delivery from TCC, BoPRC, Waka Kotahi and WBoPDC.
15. TSOFv2 can be used directly to inform 10 year LTP and RLTP investment decisions and considers inter-dependencies between projects and organisations, alongside off balance sheet funding sources (eg IFF).
16. Western Bay of Plenty District Council (WBoPDC) and Bay of Plenty Regional Council (BoPRC) will be seeking endorsement from their Councils during June and July. Likewise Waka Kotahi with their Board.
17. We refer you to the attachments which include the revised TSP Executive Summary and TSOFv2 Presentation.

## NEXT STEPS

18. TSP Partners will be seeking endorsement from their respective Councils and Board's over the month of June and July
19. The endorsed programme will form an essential component of the RLTP submission, reflecting the transport infrastructure investment requirements to deliver the subregional growth aspirations as outlined in UFTI.
20. The endorsed programme will also be a key input to LTP development for all three councils.

**ATTACHMENTS**

1. **TCCJ200803 TSP June 2023 Update A4 V05 - A14823515** [↓](#) 
2. **TSOFv2 Political Endorsement Presentation - A14823516** [↓](#) 



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# FOREWORD

Great cities and communities are built on the safe, sustainable, low carbon emission and efficient movement of people and goods. The Western Bay of Plenty Transport System Plan identifies the right transport investments to support urban and rural development and provide people with better travel choices. This is a significant milestone and one which is set to change the way people move around the Western Bay of Plenty over the next 30 years.

On the back of the Urban Form and Transport Initiative recommendations, which were endorsed by Cabinet and the Waka Kotahi NZ Transport Agency Board in August 2020, we are planning a transport system that supports future 'up and out' development and connects existing and new urban centres in a way that makes it easy to move around to work, learn and play.

There are no quick fixes. The next few years will focus on delivery of already committed transport investments which include major public transport and mode shift initiatives, alongside getting our road and freight networks operating as we need them to be. In this time, we will also start business cases and design for the next generation of investments, many of them substantial.

The cost of delivering this plan is huge. Partner agencies will face difficult decisions about funding in the years ahead, compounded by community frustration as road congestion gets worse, not better, in the medium term. This plan is designed to guide decision makers through those challenging funding conversations. It is backed up by robust research and evidence to give them confidence that every dollar invested brings us closer to a transport system that functions for the benefit of the whole community.

Working together, we have confidence that our coordinated investment approach can deliver on the shared vision for transport and help make the Western Bay of Plenty a great place to live, learn, work and play for many years to come.

## Dean Kimpton

Independent Chair  
Western Bay of Plenty Transport System Plan

## OUR JOURNEY SO FAR

TSP is not only about planning for the future, but it is also about delivering that future now through the infrastructure investments we make. Several of the priorities from the first version of TSP have been translated into active investment projects, including for example, the transformation of Cameron Road.

Before we break ground on a project there is a significant effort needed to ensure the investment is made in the right place and will meet all the community needs – this is the Business Case process. So we have been making significant strides on these too, including Accessible Streets, Tauriko Enabling Works and 15th Ave amongst others.

Here is a snapshot of the progress we have made since beginning on Our Journey.

Project	Status
Waihi to Ōmokoroa safety improvements	In construction
Waihi to Ōmokoroa (Intersection Improvements)	In construction
Takitimu North Link Stage 1	In construction
Baylink	In construction
Cameron Road Multimodal Stage 1	In construction
Tauriko West Enabling Works	In construction
Pāpāmoa East Interchange	In construction
Maunganui Road Safety Improvements	Committed. Subject to funding decisions
SH2 / Ōmokoroa intersection and Francis Road / Industrial Road intersection on Ōmokoroa Road	Committed, Kāinga Ora housing infrastructure programme
Ōmokoroa Roading upgrades, including Prole Road to ECMT	Committed, subject to business case
Rangiuru Business Park TEL Interchange	Committed, subject to final business case outcomes
Rangiuru industrial area transport infrastructure	Committed, subject to final business case outcomes
Welcome Bay Road rural section safety improvements with pavement renewals	Implementation ongoing in stages
Transport Choices programme	Committed, Te Papa, Grenada Street, Te Puke Town Centre
Connecting the People Fifteenth Avenue to Welcome Bay	Business Case development
Accessible Streets programme – Areas A and B	Business Case development
Tauriko SH29 Stage 1	Business Case development
Connecting Mount Maunganui (Hewletts Road sub area )	Business Case development



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# CONNECTING OUR COMMUNITIES WITH SUSTAINABLE, SAFE AND SMART JOURNEYS

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Why Will The TSP Achieve?	15
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**WE'RE WORKING TOGETHER ON A UNITED APPROACH TO TACKLE HOUSING, TRANSPORT, INFRASTRUCTURE, ECONOMIC AND ENVIRONMENTAL ISSUES SO THE BEST POSSIBLE DECISIONS CAN BE MADE WITH EVERYONE IN MIND.**

The Western Bay of Plenty is one of New Zealand's fastest growing areas. Planning what our sub-region will look like in future will help manage this growth successfully and preserve the lifestyle and natural environment we all love.

This document focuses on our region's future transport needs. Tauranga City Council, Western Bay of Plenty District Council, Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council, tangata whenua, Port of Tauranga, Priority One and KiwiRail have all helped to update the Western Bay of Plenty Transport System Plan (TSP).

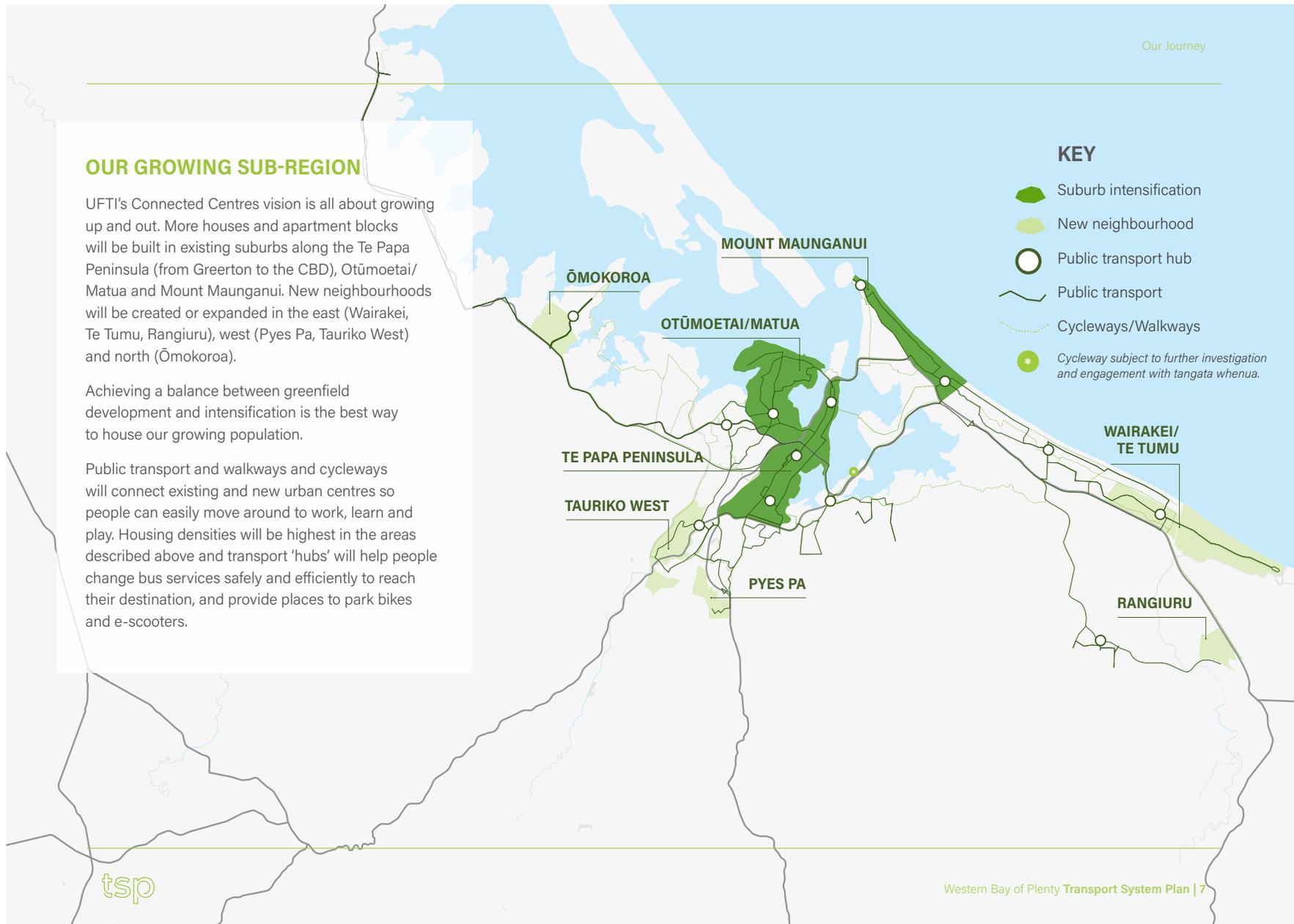
The Urban Form and Transport Initiative (UFTI) sets out how people will live, work, play, learn and move in our region over the next 30 to 70 years. TSP will help realise UFTI's vision and benefits.

UFTI's Connected Centres programme is an agreed way forward and is based on a projected population of 400,000 residents in the Western Bay, requiring 95,000 new homes and resulting in two million extra transport movements every day by 2090.

**Want to know more about UFTI?**

Visit [ufti.org.nz/reports/](https://ufti.org.nz/reports/) for further information.





### WHAT DOES THE TSP DELIVER?

The TSP takes UFTI's Connected Centres vision and focuses on the first 30 years of transport planning required to make it happen.

It prioritises and decides what projects need to begin in 0-3 years, 3-10 years, and 10-30 years.

The TSP looks at the Western Bay's entire transport system including roads, rail, public transport, walking, cycling, parking and travel demand management, and the impact they all have on one another. It's vital our transport planning keeps everyone in mind.

Crash statistics, population and employment projections, transport modelling, vehicle emissions and mode conflicts have all been analysed to identify key pinch points in the network. Both infrastructure and non-infrastructure options (i.e. policies and travel demand management) have been tested to decide which projects will have the greatest benefit to the community and businesses.

The TSP isn't a wish-list – it's based on hard facts and in-depth research. Projects will be prioritised and will be monitored to ensure we remain on track to deliver UFTI's Connected Centres vision. The TSP will ensure people have genuine transport choices in the future and will help us to manage the growth issues we face.

Having identified what projects need to happen and when, the TSP will now be used to inform our local and regional councils' Long Term Plans and the Regional Land Transport Plan to ensure funding is secured and work gets underway when it should.



Understand how we will travel around the Western Bay in the future and what UFTI's strategic journey corridors will look like

Identify where the best place is for each mode of travel (i.e. private vehicles, high occupancy vehicles, public transport, freight, cycling, walking)

Invest, design and build the right projects at the right time

Understand what the impact on the whole transport system is if we make changes

Take a consistent approach to planning and review, ensuring decisions are transparent and align with national policy direction

Make policy changes that align land use and transport outcomes

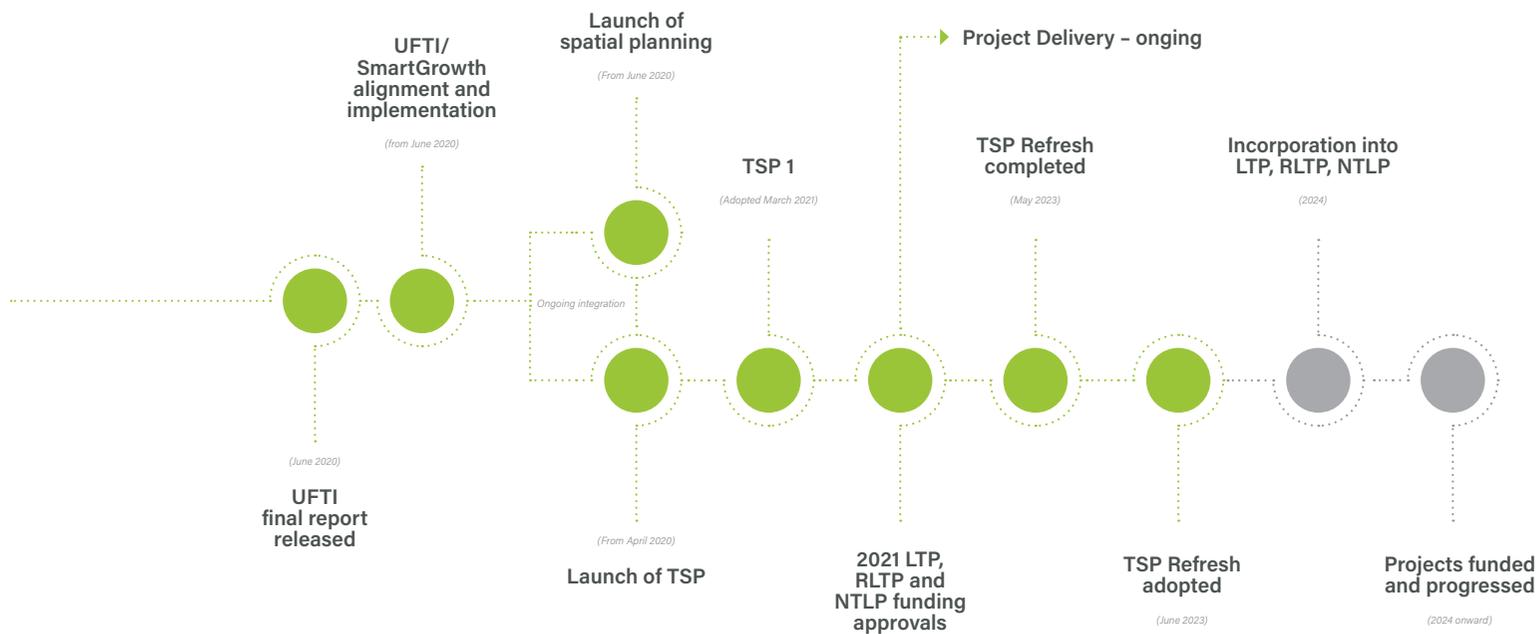


Our Journey

**THE JOURNEY SO FAR**

Here's a look at the steps we've taken - from launch of TSP

- Completed
- To be completed



TSOF – Transport System Operating Framework STIP – Share Tactical Implementation Plan RLTP – Regional Land Transport Plan NLTP – National Land Transport Plan LTP – Long Term Plan





# WHY IS THE TSP SO IMPORTANT?

tsp

Western Bay of Plenty Transport System Plan | 10



Our Journey

We don't have the money or space to always build more roads to cater for future growth. Instead, we must ensure people and goods move more efficiently and effectively along the transport routes we do have. This requires a shift away from cars and towards public transport, cycling and walking.

UFTI's Connected Centres programme is the best plan to achieve this (and other urban planning goals), and the TSP spells out what transport planning is required to bring it to life over the next 30 years.

The TSP also ensures transport projects are not done in isolation and money will be used wisely. It brings local councils, Waka Kotahi, KiwiRail, Port of Tauranga, Priority One and tangata whenua together to achieve the future we all desire for the Western Bay of Plenty.

tsp

Western Bay of Plenty Transport System Plan | 11



**OUR TOPOGRAPHY CHALLENGE**

Our city is spread over multiple peninsulas with only two ways to cross from east to west – via the existing Harbour Bridge and the Hairini interchange (SH29A).

Traffic is also funnelled across the Wairoa River, and the Kaimai Range restricts access to and from the west. Several pinch points now exist where people driving across town or through the region get stuck in local traffic:

- **SH2 Wairoa River Bridge (between Te Puna and Bethlehem)**
- **Harbour Bridge and Hewletts Rd**
- **SH29/SH29A Cambridge Rd and Barkes Corner**
- **15th Ave between Fraser St and Turret Rd, extending into Welcome Bay**

Some of these pinch points are also susceptible to natural hazards and rising sea levels. Future TSP projects will be developed to ensure they are resilient.

— Pinch Points



### OUR KEY PROBLEMS

**Safety:** Increasing conflicts for all modes is causing harm in our communities, and the lack of appropriate levels of service and facilities for people of all abilities results in the view that some modes are unsafe.

**Emissions:** Increasing operational and embodied emissions from the transport system results in negative health and environmental consequences for our community.

**Access:** A high dependence on cars for private travel and a constrained network is making it more difficult to achieve appropriate levels of access to key destinations for people of all abilities and freight.

**Sustainable Urban Growth:** Network design and increasing traffic volumes is making it difficult to support population growth and undermining the place identity of our urban areas.

### TAURANGA AND WBOP

144 DEATHS 

660 SERIOUS INJURIES 

Deaths and serious injuries in the sub-region in the last 10 years (as of May 2023)

### EMISSIONS

EMISSIONS FROM TRANSPORT 

- 16% STATIONARY ENERGY
- 3% INDUSTRIAL PROCESSING
- 2% WASTE & WASTEWATER
- 1% AGRICULTURE
- 1% FORESTRY

Tauranga Climate Action and Investment Plan.

### THE CURRENT SITUATION

JOBS WITHIN 30 MINUTES BY CAR

85% 

JOBS WITHIN 30 MINUTES BY BIKE

19% 

JOBS WITHIN 30 MINUTES BY BUS

21% 

TAURANGA CITY POPULATION GROWTH 2013-2018

18.6%

TAURANGA AND WBOP'S POPULATION 2019

200,000

2050 PROJECTED TAURANGA AND WBOP'S POPULATION

258,000



**STRONG COMMUNITIES ARE BUILT ON THE SUSTAINABLE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS.**

**TO DELIVER UFTI'S CONNECTED CENTRES VISION, THE TSP WILL:**

- Safety:** Contribute to an outcome where no one is killed or seriously injured in road crashes and there is improved experiences and perceptions of safety for vulnerable users.
- Emissions:** Increase mode share for public transport, active, low and zero emission modes as a means of supporting healthy community outcomes and to achieve our VKT and emissions reduction commitments under the New Zealand Emissions Reduction Plan.
- Access:** Maintain or improve accessibility for priority modes and routes (mobility impaired, walking, cycling, micro-mobility, public transport and freight) to key destinations such as jobs, education, leisure facilities, Port of Tauranga and interregional freight. Includes improved resilience to unplanned closures as a result of natural hazards and climate change.
- Sustainable Urban Growth:** Support sustainable urban growth and quality urban form outcomes by prioritising projects that integrate best practise land use, urban design and transport planning approaches.





# WHAT WILL THE TSP ACHIEVE?

tsp

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**THE TSP'S KEY GOALS**



Dedicated lanes and priority at key intersections will allow buses to move past queued traffic and ensure bus services are frequent, reliable and get people where they need to go. Most people should be able to reach their destination using public transport within 30-45 minutes. Getting more people onto buses will also free up room for more freight and create space for people who still need or choose to use cars in future.



Once public transport, walking and cycling becomes the norm, less carparking will be needed and parking costs should encourage people to use those other options. Parking management policy will encourage people to come and go frequently in commercial areas, and there will be plenty of places to park and charge e-scooters, e-bikes and electric cars. EV and hydrogen vehicles will be well-catered for to reduce carbon emissions from transport activities.



Existing freight corridors on SH29, Takitimu Drive, Hewletts Road, SH29A, Takitimu North Link and the Tauranga Eastern Link will continue to connect the Port with the Eastern Bay, Rotorua and upper North Island. Some extra capacity via managed freight lanes will be needed and most bulk loads will be encouraged to move around by rail. That, combined with fewer cars on the road and more public transport use, will ensure freight journeys are reliable.



Giving people a range of transport choices, and the ability to live close to where they work, will also help reduce transport carbon emissions over time and improve our environment. Access via public transport, walking and cycling will be easy, safe, and convenient which will ultimately reduce our reliance on cars and the current traffic congestion we face.



A network of safe cycling, walking and personal mobility routes will allow people to reach their local shops, schools, parks and neighbouring communities within 15-30 minutes.



A total of 61 individual transport projects have been prioritised to deliver the TSP objectives.

For this update we reviewed the previous TSP project list and made changes where projects were already underway or needed to be reprioritised. The projects have been prioritised as either High, Medium or Low priority. This will influence the time frames in which they are delivered. The actual timing of project delivery will be determined through the Long Term Plan and Regional Long Term Plan process.

The projects have been sorted into eight groups for presentation on the following pages. The project location and indicative time frame is provided. More detail on each project can be found in the project list that follows the diagrams.

The TSP has also identified a range of complementary projects that are delivered outside TSP and a number of studies and strategies that will contribute to our desired outcomes. These will be progressed by the TSP partnership and monitored over time along with the physical project delivery.

# OUR PRIORITIES



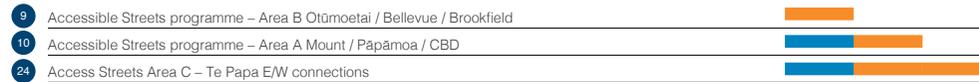
## ACCESSIBLE STREETS

Traffic volumes are increasing as our city grows. To make it easier for more people to leave their cars at home, we need to improve walking, cycling and public transport facilities. The focus will initially be on Otūmoetai/Bellevue/Brookfield and the Mount-Aratakī areas where clear opportunities have been identified to encourage more people to walk and cycle to school and work. Similar projects in other suburbs will follow in the future.



- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Cycling Routes
- Secondary Cycling Routes
- \* Cycleway subject to further investigation and engagement with tangata whenua

### TSP Priority Activities

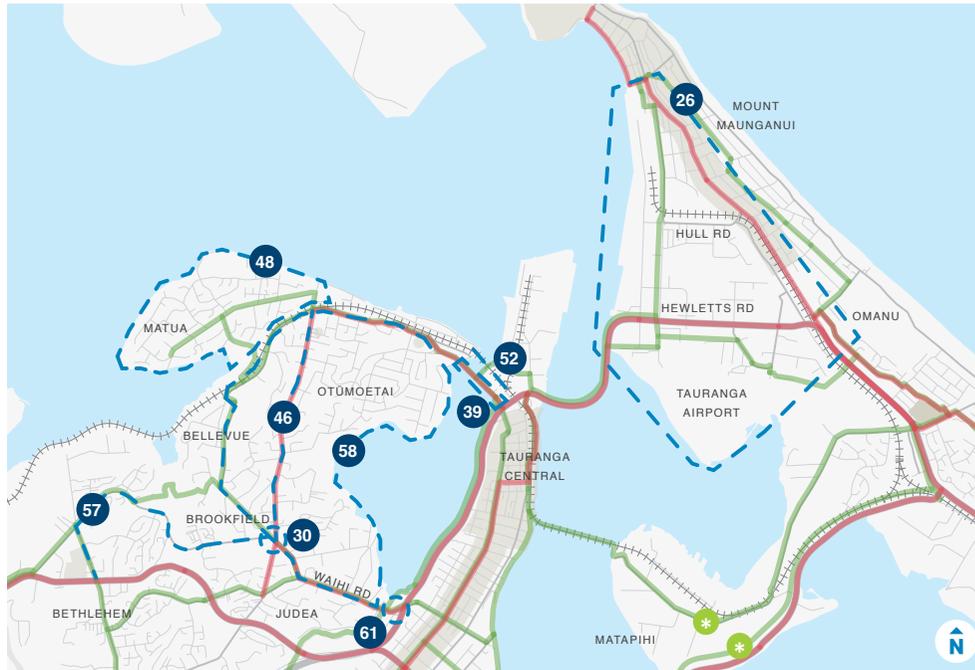


### Timeframes for:

- Design
- Implementation

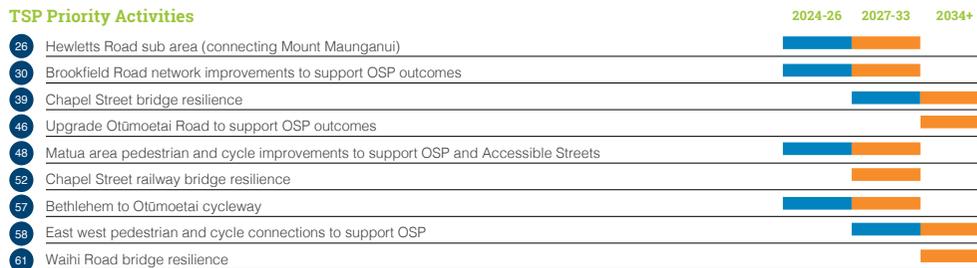
## OTŪMOETAI AND MOUNT MAUNGANUI

Otūmoetai and the Mount are anticipated to accommodate more people in the future and it is necessary for us to plan now how this can be achieved with safe and sustainable outcomes. This area is also important in providing access to the Port and across the Harbour Bridge.



- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- \* Cycleway subject to further investigation and engagement with tangata whenua

### TSP Priority Activities



### Timeframes for:

- Design
- Implementation



## EASTERN CORRIDOR

Growth areas along our eastern coastline rely on both the state highway and local roading networks. It needs to be safer and easier for people to move within, and along, these coastal suburbs to access schools, jobs, shopping and recreation facilities within their own neighbourhoods, no matter how they're travelling. It's a priority to get this right in Wairakei and Te Tumu growth areas so that there's less need for people to drive into the city each day, contributing to traffic congestion.

- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Primary Freight Routes

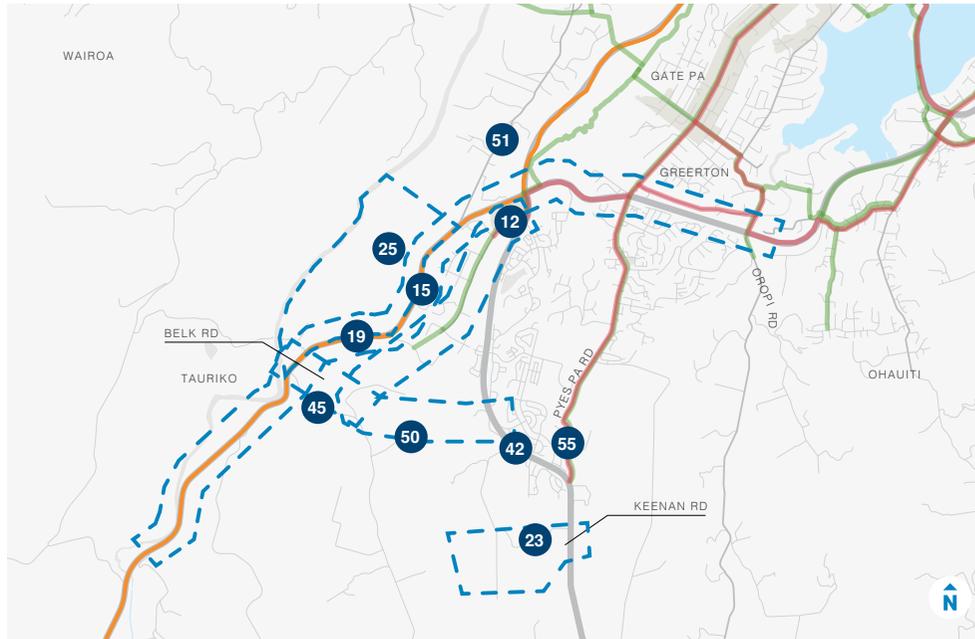
### TSP Priority Activities

	2024-26	2027-33	2034+
6 Arataki to Pāpāmoa east multimodal stage 2			
18 Wairakei Te Tumu collector roads and bus facility (developer delivered)			
21 Gloucester Street extension			
34 Existing Te Okuroa Drive Bus / HOV lanes (Parton Road east)			
35 SH2 Tauranga Eastern Link shared use path (Domain Road to Baypark)			
36 Domain Road upgrade (urbanisation of southern sections)			
40 Park and ride sites eastern corridor, e.g. Domain Road			
41 Park and ride sites Pāpāmoa East			
44 Te Puke to Rangiora cycleway			
49 PT access to TEL			
56 Te Puke Number 1 Road cycleway			

### Timeframes for:

- Design
- Implementation



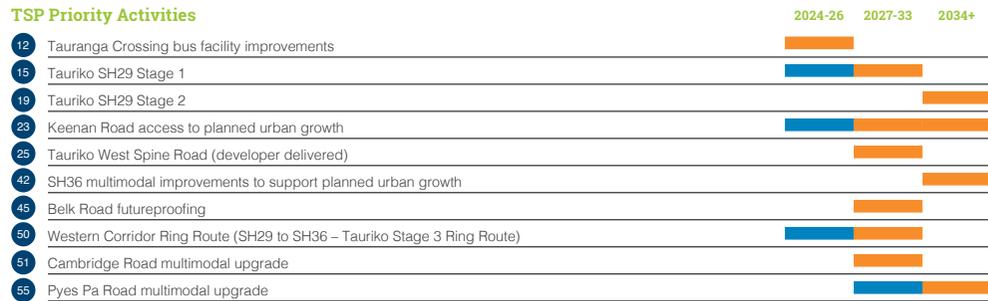


## WESTERN CORRIDOR

Tauriko / State Highway 29 needs improving to support efficient freight movements between Waikato, Tauriko and Port of Tauranga. At the same time, people need access to new housing developments. This access needs to be safe and suitable for all travel modes.

- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Primary Freight Routes
- \* Cycleway subject to further investigation and engagement with tangata whenua

### TSP Priority Activities



### Timeframes for:

- █ Design
- █ Implementation



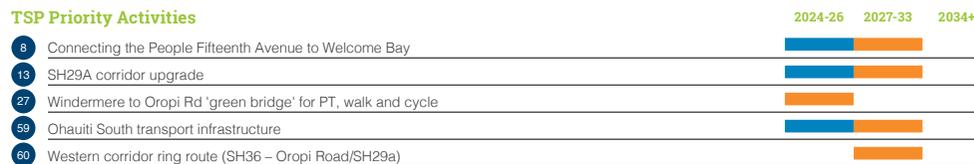


## SOUTHERN CORRIDOR

Connections in the Tauranga south area need to provide reliable journey times for all modes within a safe transport system. SH29A is a key movement corridor and access to and from Welcome Bay for all modes will support local journeys.

- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Primary Freight Routes
- Cycleway subject to further investigation and engagement with tangata whenua*

### TSP Priority Activities



### Timeframes for:

- Design
- Implementation

Our Journey



## NORTHERN CORRIDOR

This package of work aims to improve access to the northern growth area in Ōmōkoroa and Te Puna. Projects will support access to the Takatimu North Link expressway and improve safety and multimodal transport facilities along the existing State Highway 2.

- Works area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Takatimu Northern Link Stage 1 and 2
- \* Cycleway subject to further investigation and engagement with tangata whenua

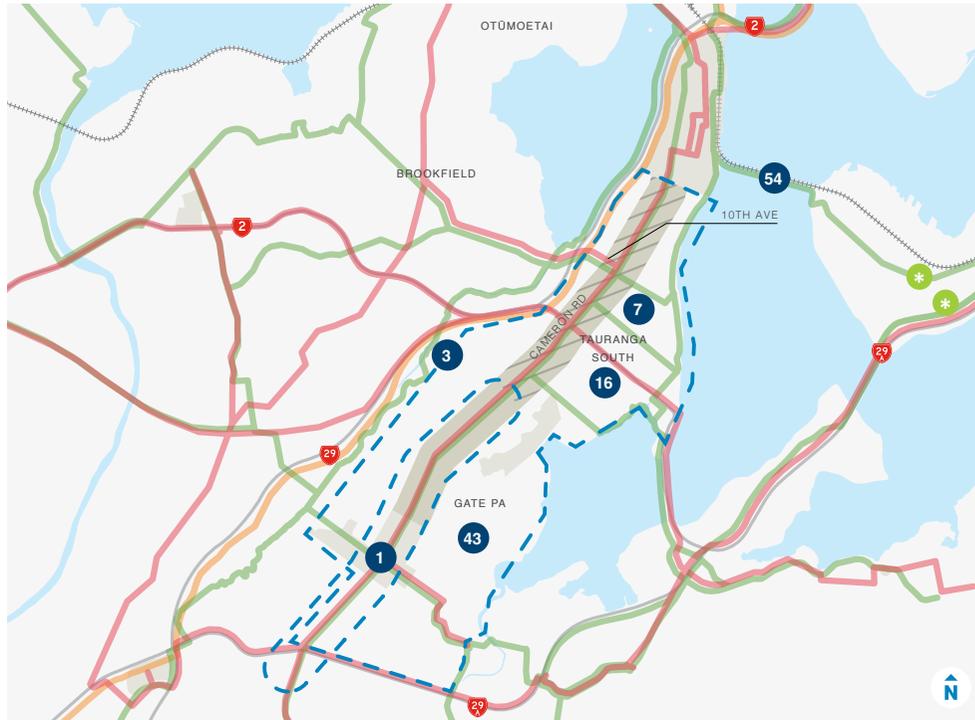
### TSP Priority Activities

	2024-26	2027-33	2034+
11 Ōmōkoroa Structure Plan stage 3 implementation (developer delivered)			
17 SH2 Revocation – Cameron Road to Loop Road			
37 Takatimu North Link Stage 2, including managed lanes for priority modes			
38 Park and ride sites northern corridor e.g. Ōmōkoroa and Te Puna			
53 Local road connections to the TNL and SH2			

### Timeframes for:

- Design
- Implementation



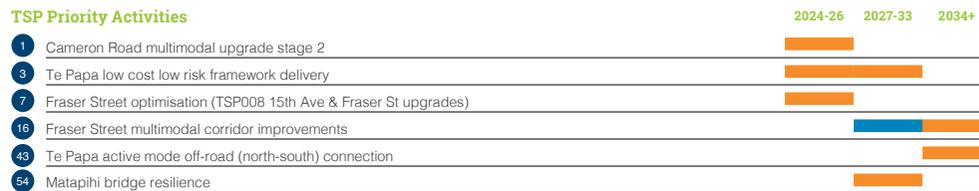


## TE PAPA PENINSULA

Thousands more people will live in the Te Papa Peninsula in the future. We need to make sure they can move around safely and easily. This is all about providing local access to schools, businesses, parks and shopping areas within the peninsula, and more choice about how to move around.

- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Primary Freight Routes
- Cycleway subject to further investigation and engagement with tangata whenua

### TSP Priority Activities



### Timeframes for:

- Design
- Implementation

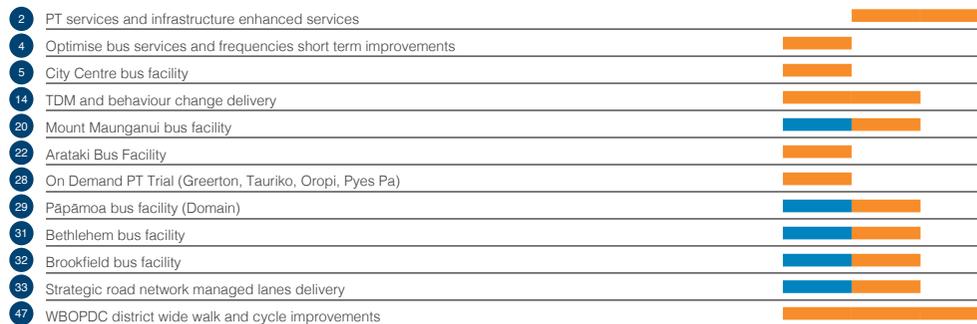




## PUBLIC TRANSPORT AND MODE SHIFT PACKAGE

A crucial part of Tauranga's transport future relies on improving our public transport service. Bus routes, bus stops and frequency of services all need to be improved. Park and ride facilities will be part of this, as well as new technology to make it as easy as possible for more people to use the bus service and leave their cars at home.

### TSP Priority Activities



- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- \* Cycleway subject to further investigation and engagement with tangata whenua

### Timeframes for:

- Design
- Implementation

## PROJECT LIST

The table on the following pages is a list of all priority projects for inclusion in the TSP.

The list shows four main TSP objectives which are colour-coded below:

- **Access:** Maintain or improve equitable access for priority modes and routes to key destinations.
- **Safety:** Contribute to an outcome where no one is killed or seriously injured in road crashes and there is improved experiences and perceptions of safety for vulnerable users
- **Sustainable Urban Growth:** Support sustainable urban growth and quality urban form outcomes by prioritising projects that integrate best practise land use, urban design and transport planning approaches.
- **Emissions:** Increase mode share for public transport, active, low and zero emission modes as a means of supporting healthy community outcomes and to achieve our VKT and emissions reduction commitments under the New Zealand Emissions Reduction Plan.

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
High	1	Cameron Road multimodal upgrade Stage 2	Te Papa Peninsula	Public transport, cycling, walking and public realm improvements to Cameron Rd between Tauranga Hospital and Barks Corner to move people safely and support urban developments.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	2	PT services and infrastructure enhanced services	Public Transport and Mode Shift	Continued investment in operating bus services and providing / improving bus infrastructure.	Access, Sustainable Urban Growth, Emissions ●●●

**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
High	3	Te Papa low cost low risk framework delivery	Te Papa Peninsula	Low cost low risk interventions which include walking and cycling and road safety improvements to support safe access and housing growth.	Access ●
High	4	Optimise bus services and frequencies short term improvements	Public Transport and Mode Shift	Continual improvement of the bus system to help us move around by bus and slow the growth in traffic volumes.	Access, Sustainable Urban Growth, Emissions ● ● ●
High	5	City Centre bus facility	Public Transport and Mode Shift	A safe and accessible location to access and change between buses in the Tauranga CBD, connected to other travel facilities such as cycleways for bikes and scooters.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
High	6	Arataki to Pāpāmoa East Multimodal Stage 2	Eastern Corridor	To make it easier and safer to move along, and within, the eastern coastal suburbs (Domain to Girven).	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
High	7	Fraser Street optimisation (15th Ave & Fraser Street upgrades)	Te Papa Peninsula	To make it easier to move along 15th Avenue and Fraser Street and improve local place function.	Access, Safety ● ●
High	8	Connecting the People Fifteenth Avenue to Welcome Bay	Te Papa Peninsula	Improvement of Fifteenth Avenue, Turret Road and Welcome Bay Road. Includes active mode connections to city centre and Te Papa peninsula, i.e., Tauranga South.	Access, Sustainable Urban Growth, Emissions ● ● ●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
High	9	Primary cycle route facilities (Accessible Streets programme – Area B Otūmoetai / Bellevue / Brookfield)	Accessible Streets	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	10	Primary cycle route facilities (Accessible Streets programme – Area A Mount / Papāmoa / CBD)	Accessible Streets	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	11	Ōmokoroa Structure Plan stage 3 implementation (developer delivered)	Northern Corridor	Transport provisions to enable safe, multimodal access to housing within the Ōmokoroa urban growth area.	Access, Sustainable Urban Growth ●●
High	12	Tauranga Crossing bus facility improvements	Western Corridor	A safe location to access and change between buses at Tauranga Crossing, making it easier to access the shopping centre.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	13	SH29A corridor upgrade	Southern Corridor	Long-term improvements to State Highway 29A between Barkes Corner and Te Maunga to improve movement and make travel times more consistent.	Access, Safety ●●
High	14	TDM and behaviour change delivery (co delivered with TCC)	Public Transport and Mode Shift	Implementation of measures defined in the TDM Strategy to reduce the need to travel by private car and support alternative modes.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●



Our Journey

**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
High	15	Tauriko SH29 Stage 1	Western Corridor	A plan for long-term transport improvements in Tauriko to support freight movement to the port, access to the Waikato, and planned residential and employment growth in the area.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	16	Fraser Street multimodal corridor improvements	Te Papa Peninsula	Facilities for safe walking, cycling and public transport access along Fraser Street to make it safer and easier to move around.	Access, Safety, Emissions ●●●
High	17	SH2 Revocation – Cameron Road to Loop Road	Northern Corridor	Road upgrade associated with Takitimu North Link including multi-modal safety and access improvements.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	18	Wairakei Te Tumu collector roads and bus facility (developer delivered)	Eastern Corridor	Roads, dedicated busway, bus stops, cycleways and footpaths to support urban development, new housing and employment in Te Tumu.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	19	Tauriko SH29 Stage 2	Western Corridor	A plan for long-term transport improvements in Tauriko to support freight movement to the port, access to the Waikato, and planned residential and employment growth in the area.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	20	Mt Maunganui bus facility	Public Transport and Mode Shift	A safe location to access and change between buses in the Mt Maunganui area, making it easier to reach the shopping centre.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
High	21	Gloucester Street Extension	Eastern Corridor	Provide a connection to the existing ends of Gloucester Street to improve multimodal access within the Pāpāmoa area.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	22	Arataki Bus Facility	Public Transport and Mode Shift	A safe location to access and change between buses in Arataki, connected to cycleways for bikes and scooters.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	23	Keenan Road access to planned urban growth	Western Corridor	Transport improvements to enable new housing developments in the Keenan Rd future urban growth area.	Access, Sustainable Urban Growth, Emissions ●●●
High	24	Access St Area C – Te Papa E/W connect	Accessible Streets	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
High	25	Tauriko West Spine Road (developer delivered)	Western Corridor	Spine road (internal) connection within Tauriko West to support new housing developments.	Access ●
High	26	Hewletts Road sub area (connecting Mount Maunganui)	Otūmoetai and Mount Maunganui	Development of a long-term plan to improve access to Port of Tauranga and Mt Maunganui and make it safer to move through and around this part of town.	Access, Safety, Sustainable Urban Growth ●●●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
High	27	Windermere to Oropi Rd 'green bridge' for PT, walk and cycle	Southern Corridor	Buses, walking and cycling connections between Ohauti, Poike and the Te Papa Peninsula to make these trips faster and more user-friendly.	Access, Sustainable Urban Growth, Emissions ● ● ●
High	28	On Demand PT Trial (Greerton, Tauriko, Oropi, Pyes Pa)	Public Transport and Mode Shift	Investigation into on-demand bus services to provide public transport options for more difficult to service areas and improve public transport use.	Access, Safety, ● ●
High	29	Pāpāmoa bus facility (Domain)	Public Transport and Mode Shift	A safe location to access and change between buses in Pāpāmoa, connected to cycleways for bikes and scooters.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
High	30	Brookfield road network improvements to support OSP outcomes	Otūmoetai and Mount Maunganui	Improve facilities for all modes of travel to support urban development and road safety.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
High	31	Bethlehem bus facility	Public Transport and Mode Shift	A safe location to access and change between buses in Bethlehem, connected to cycleways for bikes and scooters.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
High	32	Brookfield bus facility	Public Transport and Mode Shift	A safe location to access and change between buses in Brookfield, connected to cycleways for bikes and scooters.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
High	33	Strategic road network managed lanes delivery	Public Transport and Mode Shift	Implementation of network changes to improve access for priority modes (arising from the Managed Lanes study).	Access, Safety, Emissions ● ● ●
High	34	Existing Te Okuroa Drive Bus / HOV lanes (Parton Road east)	Eastern Corridor	Completion of Te Okuroa Drive sections where both sides of the road are not built. Including priority for buses / HOV to support mode shift.	Access, Safety, Emissions ● ● ●
High	35	SH2 Tauranga Eastern Link shared use path (Domain Rd to Baypark)	Eastern Corridor	Off road shared paths and safe intersection crossings to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Safety, Emissions ● ● ●
High	36	Domain Road upgrade (urbanisation of southern sections)	Eastern Corridor	Road urbanisation to upgrade intersections, foot paths, shared paths, bus stops, drainage etc to improve access and safety.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
High	37	Takitimu North Link Stage 2, including managed lanes for priority modes	Northern Corridor	New expressway and shared path that will improve safety, ease congestion and provide greater travel choice.	Access, Safety, Sustainable Urban Growth ● ● ●
Medium	38	Park and ride sites northern corridor e.g. Ōmokoroa and Te Puna	Northern Corridor	Parking areas connected with regular bus services to enable park and ride and slow the growth of traffic volumes.	Access, Sustainable Urban Growth, Emissions ● ● ●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
Medium	39	Chapel Street bridge resilience (strengthening assumed)	Otūmoetai and Mount Maunganui	Improve long term resilience of Chapel Street Bridge for all modes.	Access, Safety, Sustainable Urban Growth ● ● ●
Medium	40	Park and ride sites eastern corridor, e.g. Domain Road	Eastern Corridor	Parking areas connected with regular bus services to enable park and ride and slow the growth of traffic volumes.	Access, Sustainable Urban Growth, Emissions ● ● ●
Medium	41	Park and ride sites Pāpāmoa East	Eastern Corridor	Parking areas connected with regular bus services to enable park and ride and slow the growth of traffic volumes.	Access, Sustainable Urban Growth, Emissions ● ● ●
Medium	42	SH36 multimodal improvements to support planned urban growth	Western Corridor	Long-term improvements to State Highway 36 in Pyes Pa to support new housing developments and make it easier to move around.	Access, Sustainable Urban Growth ● ●
Medium	43	Te Papa active mode off-road (north-south) connection	Te Papa Peninsula	An off-road link for active transport, commuter and recreational use to make it safer and easier to cycle within the Te Papa Peninsula.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
Medium	44	Te Puke to Rangioru cycleway	Eastern Corridor	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Safety, Emissions ● ● ●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
Medium	45	Belk Road futureproofing	Western Corridor	Road network upgrades to support early planning of future urban growth in Tauriko.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
Medium	46	Upgrade Otūmoetai Road to support OSP outcomes	Otūmoetai and Mount Maunganui	Improve facilities for all modes of travel to support urban development and road safety.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
Medium	47	WBOPDC district wide W&C improvements	Public Transport and Mode Shift	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Safety, Emissions ●●●
Medium	48	Matua area pedestrian and cycle improvements to support OSP and Accessible Streets	Otūmoetai and Mount Maunganui	Improve facilities for all modes of travel to support urban development and road safety.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
Medium	49	PT access to TEL	Eastern Corridor	Improve bus access to Tauranga Eastern Link to make bus trips faster, encourage more people to use the bus and slow the growth in traffic volumes.	Access, Emissions ●●
Medium	50	Western Corridor Ring Route (SH29 to SH36 – Tauriko Stage 3 Ring Route)	Western Corridor	New transport connections to support housing and commercial developments in Tauriko.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
Medium	51	Cambridge Road multimodal upgrade	Western Corridor	Road urbanisation which includes signalised intersections, foot paths, shared paths and bus stops to improve access and safety.	Access, Sustainable Urban Growth ● ●
Medium	52	Chapel Street railway bridge resilience	Otūmoetai and Mount Maunganui	Improve long term resilience of Chapel Street Railway Bridge for trains.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●
Medium	53	Local road connections to the TNL and SH2	Northern Corridor	Improvements to local roads that will provide access to the Takitimu North Link expressway that are safe and reliable.	Access, Safety ● ●
Medium	54	Matapihi bridge resilience	Te Papa Peninsula	Improve long term resilience of the Matapihi railway bridge for trains, pedestrians, cycles.	Access ●
Medium	55	Pyes Pa Road multimodal upgrade	Western Corridor	Long-term improvements to Pyes Pa Road to support residential growth and improve safety.	Access, Sustainable Urban Growth ● ●
Medium	56	Te Puke Number 1 Road cycleway	Eastern Corridor	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Sustainable Urban Growth, Emissions ● ● ●
Medium	57	Bethlehem to Otūmoetai cycleway	Otūmoetai and Mount Maunganui	On-road separated cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Access, Safety, Sustainable Urban Growth, Emissions ● ● ● ●



**PROJECT LIST**

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
Medium	58	East west pedestrian and cycle connections to support OSP	Otūmoetai and Mount Maunganui	Cross connections within Otūmoetai to support movement by walking and cycling and improve access to schools, shops, reserves and workplaces.	Access, Safety, Sustainable Urban Growth, Emissions ●●●●
Low	59	Ohauti South transport infrastructure	Southern Corridor	Road urbanisation to support urban growth and improve access and safety.	Access, Safety, Emissions ●●●
Low	60	Western corridor ring route (SH36 – Oropi Road/SH29a)	Southern Corridor	New transport connections to support housing and commercial developments in Tauriko and Pyes Pa.	Access, Safety, Sustainable Urban Growth ●●●
Low	61	Waihi Road bridge resilience (strengthening assumed)	Otūmoetai and Mount Maunganui	Bridge strengthening at Kopurereua Stream.	Access ●

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# WHAT HAPPENS NEXT?

This programme of activities represents the findings of the Transport System Operating Framework (TSOFv2) as at June 2023. Further analysis including project dependencies and inter-dependencies, timing and costing will continue to be undertaken by the project partners as plans are scoped and developed.

Timing and phasing of some activities could change or activities may be grouped together. This is normal in transport infrastructure planning and reflects the complexity of working through various long term plans and funding situations. Changes are reflected in the partner's draft Long Term Plans or the Waka Kotahi Investment Proposal.

The TSOF programme will be updated intermittently following decisions on the Long Term Plans, Regional Land Transport Plan and National Land Transport Programme. Following this, the TSP will be monitored, reviewed and updated periodically in line with Long Term Plan, Regional Land Transport Plan and National Land Transport Programme processes and to ensure alignment with national and regional policy and strategic direction.





**tsp** THE WESTERN BAY OF PLENTY  
**TRANSPORT SYSTEM PLAN**

# TCC Council Briefing

June 2023



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Our Journey

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# OUR JOURNEY

## CONTENTS

Overview of TSP  
Refresh prioritised programme  
Next Steps

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## Connecting our communities with sustainable, safe and smart journeys

Our region is changing. We're acting now on a shared transport vision that enables long-term growth, supports our economy and protects our people and our environment.

The Transport System Plan, TSP, is a partnership between central and local government, tāngata whenua and businesses, using facts and research to select transport options for the future that will create better, safer connections for people and goods and protect our environment for future generations.

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# A collaborative approach

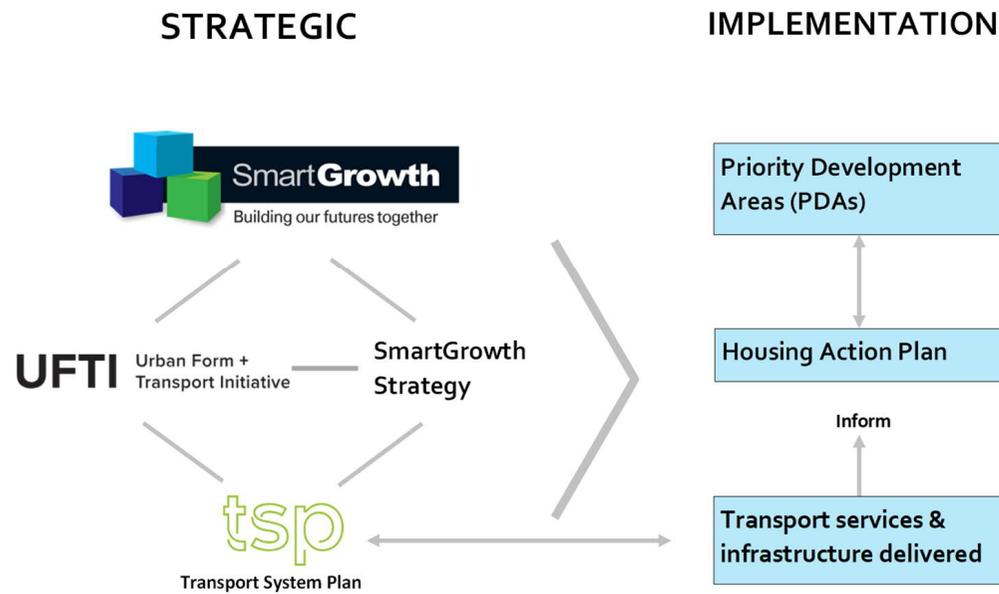


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# Strategic Alignment



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# TSP Governance Arrangement

## Strategic Alignment with UFTI



Independent Chair as non-voting member of SLG

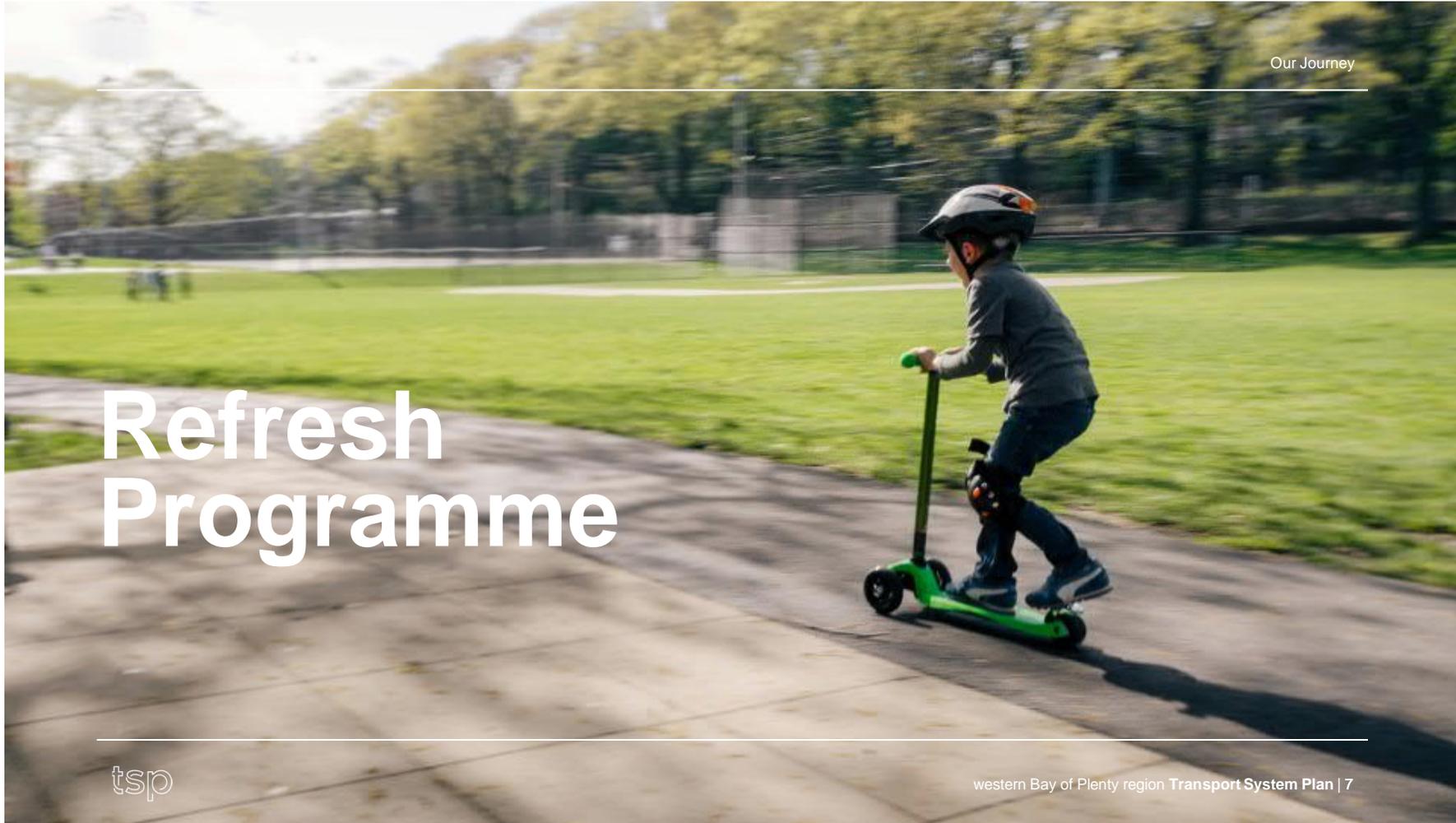


## Tactical Delivery of Transport Outcomes

<p>TSP Governance Group</p> <ul style="list-style-type: none"> <li>- Independent Chair</li> <li>- Executive Partner Reps</li> </ul>	<p>Champion UFTI outcomes</p> <ul style="list-style-type: none"> <li>Vision and direction</li> <li>Clearing blockages</li> </ul>
<p>TSP Partner Management Group</p> <ul style="list-style-type: none"> <li>- TSP Programme Manager</li> <li>- Transport Director Reps</li> </ul>	<p>Programme management</p> <ul style="list-style-type: none"> <li>Develop and approve programme</li> <li>Manage risks and trade-offs</li> </ul>
<p>Partners Deliver</p> 	<p>Delivery of each project within TSP is delivered by the appropriate Partner</p>



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# TSP Refresh

The refresh builds on the original TSP programme

TSPv2 Objectives:

- Reflects what we have learnt and latest policy settings (refresh not rewrite)
- Reflects national and regional objectives
- Prioritised and achievable
- Funding and affordability



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# TSP Key Pressures

- **Key policies have changed, e.g. emissions / vkt reduction targets**
- **Constraints enabling growth are affecting land supply costs – housing affordability**
- **Affordability down due to construction inflation**
- **Funding availability down with constraints on NLTF**
- **Many projects have benefitted from definition in the business case phase, but resulting in scope change and cost increases**

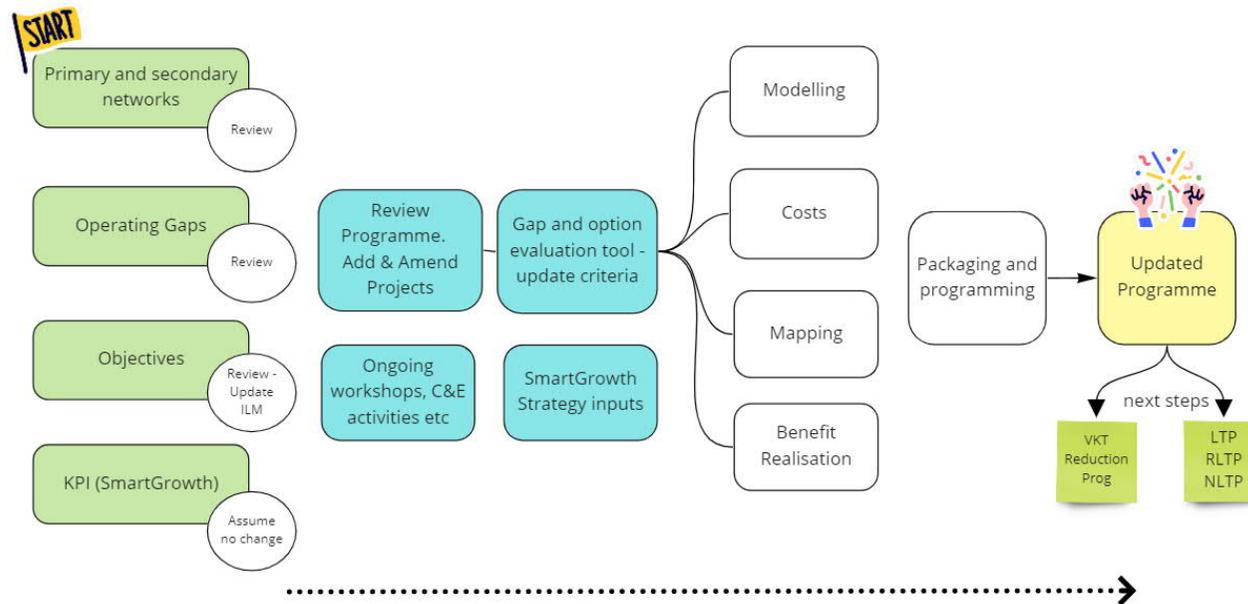


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# Process



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# TSP Objectives

## Access



Maintain or improve accessibility for priority modes and routes (mobility impaired, walking, cycling, micro-mobility, public transport and freight) to key destinations such as jobs, education, leisure facilities & Port of Tauranga. This includes improved resilience to unplanned closures as a result of natural hazards and climate change.

## Safety



Contribute to an outcome where no one is killed or seriously injured in road crashes and there is improved experiences and perceptions of safety for vulnerable users.

## Sustainable Urban Growth



Support sustainable urban growth and quality urban form outcomes by prioritising projects that integrate best practise land use, urban design and transport planning approaches.

## Emissions



Increase mode share for public transport, active, low and zero emission modes as a means of supporting healthy community outcomes and to achieve our VKT and emissions reduction commitments under the New Zealand Emissions Reduction Plan.



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# TSP Programme Summary

- **30+ year \$7.9B + PT Services investment programme**
- **84 Prioritised Projects**
- **10yr \$2.8B + PT Services investment programme**
- **13 committed projects, circa \$1.5B**
- **>\$200M forecast annual expenditure**
- **\$5.1B uncommitted capex plus additional \$45M p/a PT Services beyond 10yr**
- **Supporting over 40,000 additional dwellings and associated jobs over 30 years**
- **Enabling economic growth and transport movement balanced with emission and vkt reduction**



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# TSP Programme

TSP programme consists of 4 key tables:

- **Committed Projects:** projects already underway
- **Complementary Projects:** delivered outside of TSP that contribute to achieving the TSP objectives
- **Strategy, Policy and Studies:** not transport infrastructure or systems, have a wider scope (i.e., whole WBOP sub-region) and will contribute to the objectives of the TSP
- **Proposed List of Activities:** projects are prioritised for delivery and contribute toward the TSP objectives



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## 2.7 Committed Projects

Table 3-1: Committed Projects Proceeding (contributing to TSP objectives)

Project	Status	Way forward	Period		
			2024 to 2026	2027 to 2033	2034 onwards
Waihi to Ōmokoroa safety improvements	In construction	Complete construction			
Waihi to Ōmokoroa (Intersection Improvements)	In construction	Complete construction			
Takitimu North Link Stage 1 including managed lanes	In construction	Complete construction			
Baylink	In construction	Complete construction			
Cameron Road Multimodal Stage 1	In construction	Complete construction			
Tauriko West Enabling Works	In construction	Complete construction			
Papamoa East Interchange	In construction	Complete construction			
Maunganui Road Safety Improvements	Committed. Cost increase subject to CSA approval from Waka Kotahi	Design and construct			
SH2 / Ōmokoroa intersection and Francis Road / Industrial Road intersection on Omokoroa Road	Committed, Kāinga Ora housing infrastructure programme	Design and construct			
Ōmokoroa Roading upgrades, including Prole Road to ECMT	Committed, Waka Kotahi co-funding subject to business case	Construct			
Rangiuru Business Park TEL Interchange	Committed, Quayside and CIP funded. Waka Kotahi co-funding subject to business case	Business Case acceptance and construction			
Rangiuru industrial area transport infrastructure	Committed, quayside and Waka Kotahi co-funding subject to business case	Business Case acceptance and construction			
Welcome Bay Road rural section safety improvements with pavement renewals	Implementation ongoing in stages	Business Case acceptance and construction			
Transport Choices programme	Committed, Te Papa, Grenada Street, Te Puke Town Centre	Design and construct			



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## 2.8 Complementary Projects

Table 3-2: Complementary Projects

Name	Description	Way forward	Period		
			2024 to 2026	2027 to 2033	2034 onwards
SmartGrowth Strategy (Future Development Strategy)	Western Bay regional land use and transport strategic plan	Deliver outcomes			
TSP Programme Delivery	Planning and delivery of projects to support urban growth and improve transport outcomes	Ongoing programme delivery			
Urban Growth Structure Planning projects	Structure plan development, e.g. Te Tumu, Keenan Road, Tauriko West, Omokoroa	Ongoing			
City Centre Action and Investment Plan	Improvements to revitalise the city centre including land use and transport facilities	Delivery			
Otumoetai Spatial Plan	Land use strategy to enable housing in line with transport provisions	Delivery of proposed projects			
Mount Maunganui Spatial Plan	Mount urban and industrial area land use and transport planning	Complete plan			
Te Papa Spatial Plan	Transport and land use plan to support quality urban growth in the Te Papa Peninsular	Delivery of proposed projects			
Low Cost Low Risk Programme	Low cost low risk improvements (Under \$2M). Includes minor improvements to pedestrian, cyclist and bus user facilities city wide to improve safety and accessibility	Delivery of proposed projects			
Road to Zero Programme (includes speed management)	Safety programme of minor works and speed management to reduce harm from crashes	Delivery of proposed projects			
Western Bay of Plenty Bus Service ongoing funding	Funding current bus services and BAU improvements	Ongoing			
BOP regional transport emissions reduction plan	To identify options and a plan to deliver interventions that reduce transport emissions. WBOP transport component of regional wider emissions reduction plan	Develop and implement plan			
BOP regional resilience programme	To identify options and a plan to deliver interventions that improve transport resilience. WBOP transport component of regional resilience plan.	Develop and implement plan			



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## 2.9 Strategy, Policy and Studies

Table 3-3: Strategy, Policy and Studies Subregion-wide

(Colour coded by lead agency: TCC, BOPRC, WBOPDC, Waka Kotahi)

Name	Objective	Indicative cost estimate	Way forward	Period		
				2024 to 2026	2027 to 2033	2034 onwards
Western BoP subregion VKT reduction programme (co-delivered)	Plan to achieve VKT reduction targets identified in the national Emissions Reduction Plan. (Cost is for plan development, implementation costs unknown at this stage)	\$1M (CERF funded)	Deliver outcomes			
Parking strategy and implementation	To support initiatives that reduce car use and encourage other modes	BAU	Implement PMPs			
Ferry feasibility study	Investigate benefits and costs of providing ferry transport options	\$68K	Study			
Passenger rail study	Investigate benefits and costs of providing passenger rail transport options	\$50K	Study			
Variable road pricing	Investigate benefits and costs of road pricing options	\$3M	Business Case			
Additional bus and cycle capacity (harbour crossing) and Matapihi Rail Bridge replacement (feasibility study)	Investigate benefits and costs of additional harbour crossing options east of Te Papa	\$250K	Study			
Managed lanes plan system wide	To determine the network and form of managed lanes across the subregion	\$1M	Business Case			
Network and system optimisation study (TCC & Waka Kotahi co-delivered)	To define optimisation projects that make best use of existing infrastructure through upgrades and technology improvements that improve accessibility and safety	\$1M	Study			
Freight mode shift strategy to support road to rail and coastal shipping transfer	To reduce road network volumes, emissions and improve system operation	\$50K	Develop strategy			
Tauranga transport model management and development (all partners)	Maintain and improve the model for informing and evaluating transport projects	\$1M	BAU			



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# Future pipeline of projects

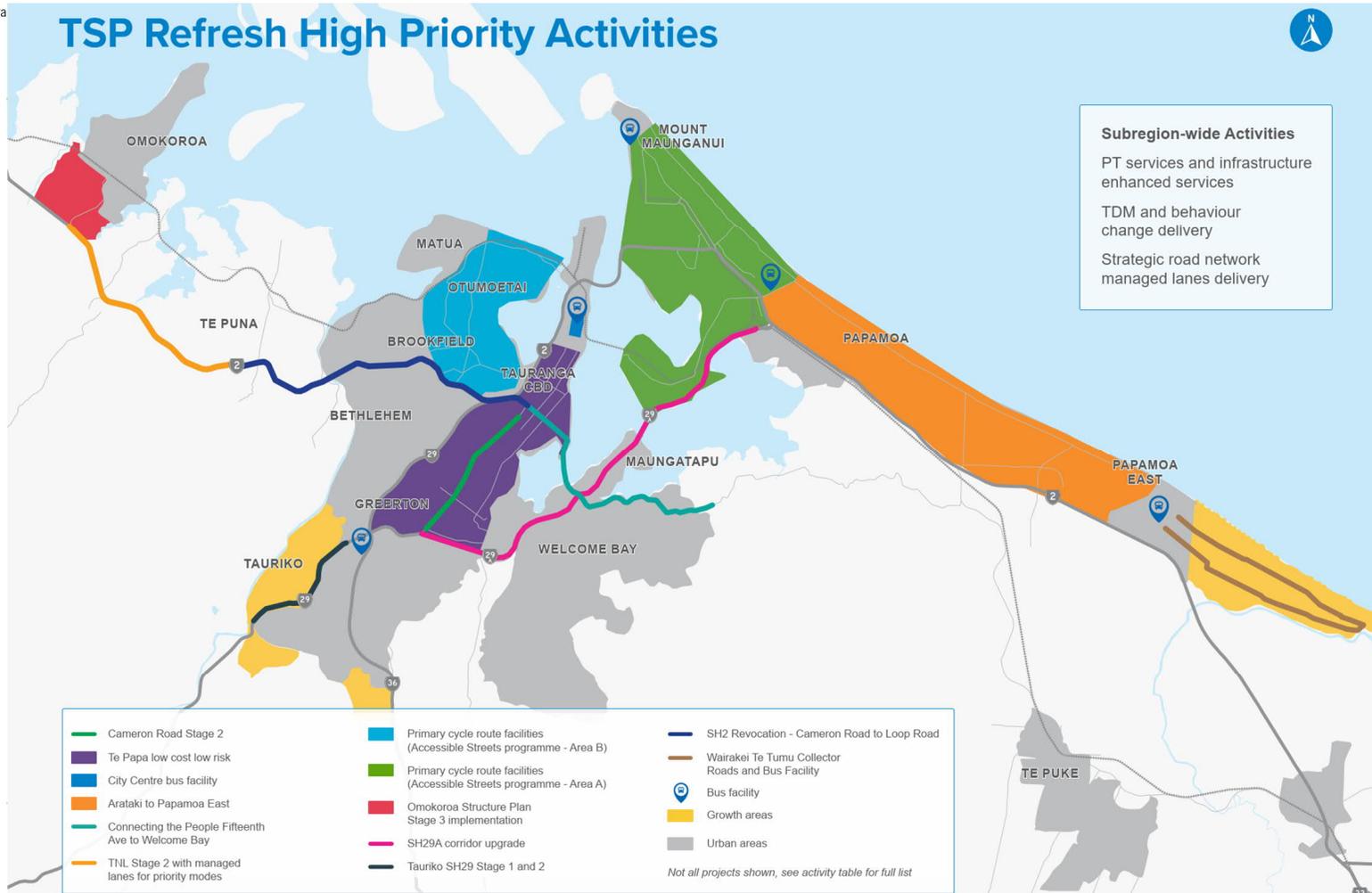
Table 3-4: Proposed List of Activities  
(Colour coded by lead agency: TCC, BOPRC, WBOPDC, Waka Kotahi)

Project	Priority	Supports TSP Objectives				Previous cost estimate (where available)	Indicative cost estimate	Way forward	Period		
		Access	Safety	Urban Growth	Emissions Reduction				2024 to 2026	2027 to 2033	2034 to 2054
TSP018 Cameron Road multimodal upgrade stage 2	High	✓	✓	✓	✓	\$159M (LTPa)	\$154M	Implement			
PT services and infrastructure enhanced services	High	✓	✓	✓	✓		\$45M p/a	Implement			
Te Papa low cost low risk framework delivery	High	✓	✓	✓	✓		\$16M	Implement			
Optimise bus services and frequencies short term improvements	High	✓	✓	✓	✓		BAU	Implement			
TSP032 City Centre bus facility	High	✓	✓	✓	✓	\$47.6M	\$6M	Implement			
TSP044 Arataki to Papamoa East Multimodal Stage 2	High	✓	✓	✓	✓	\$6.9M (LTPa)	\$72M	DBC			
Fraser Street optimisation (TSP008 15th Ave & Fraser St upgrades)	High	✓	✓	✓	✓	\$4.8M	\$1.7M	Implement			
TSP007 & TSP011 Connecting the People Fifteenth Avenue to Welcome Bay	High	✓	✓	✓	✓	\$62.5M	\$120M - 310M	Implement			
TSP035 Primary cycle route facilities (Accessible Streets programme - Area B Otumoetai / Bellevue / Brookfield)	High	✓	✓	✓	✓	\$54M (LTPa)	\$71M	Implement			
TSP034 Primary cycle route facilities (Accessible Streets programme - Area A Mount / Papamoa / CBD)	High	✓	✓	✓	✓	\$79M	\$48M	DBC			
Omokoroa Structure Plan stage 3 implementation (developer delivered)	High	✓	✓	✓	✓		\$36M	Implement			
TSP028 Tauranga Crossing bus facility improvements	High	✓	✓	✓	✓	\$10.4M	\$3M	Implement			
SH29A corridor upgrade	High	✓	✓	✓	✓	\$22M	\$376M	DBC			
TDM and behaviour change delivery (co delivered with TCC)	High	✓	✓	✓	✓		\$38.3M	Implement			
Tauriko SH29 Stage 1	High	✓	✓	✓	✓		\$410M	DBC			
Fraser Street multimodal corridor improvements	High	✓	✓	✓	✓		\$137M	DBC			
SH2 Revocation – Cameron Road to Loop Road	High	✓	✓	✓	✓		\$25M	SSBC			
Wairakei Te Tumu collector roads and bus facility (developer delivered)	High	✓	✓	✓	✓	\$23.5M	\$124M	Implement			
Tauriko SH29 Stage 2	High	✓	✓	✓	✓		\$1.6B	DBC			
Mt Maunganui bus facility	High	✓	✓	✓	✓		\$8M	DBC			
TSP044 Gloucester Street Extension	High	✓	✓	✓	✓	\$2.3M	\$2.3M	Implement			
TSP036 Arataki Bus Facility	High	✓	✓	✓	✓	\$16.3M (LTPa)	\$9.14M	Implement			
TSP030 Keenan Road access to planned urban growth	High	✓	✓	✓	✓	\$90.5M (tsp1)	\$168.5M	SSBC			
TSP021 Access St Area C - Te Papa EW connect	High	✓	✓	✓	✓	\$12.6M	\$29M	DBC			
TSP027 Tauriko West Spine Road (developer delivered)	High	✓	✓	✓	✓	\$37M (LTPa)	\$40M	Implement			
TSP002 Hewletts Road sub area (connecting Mount Maunganui)	High	✓	✓	✓	✓	\$136M (LTPa)	\$600-700M	DBC			

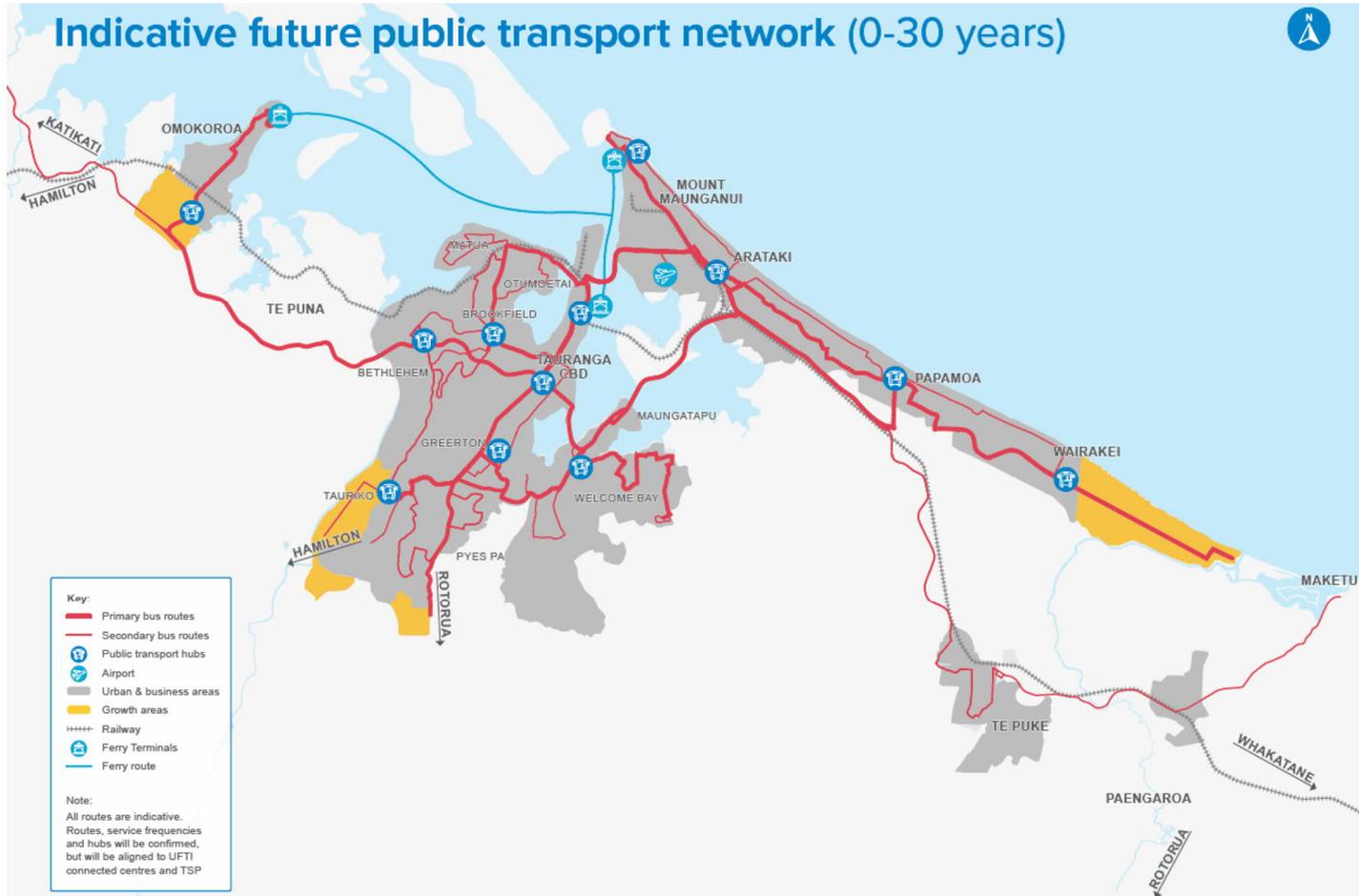


Project	Priority	Supports TSP Objectives				Previous cost estimate (where available)	Indicative cost estimate	Way forward	Period		
		Access	Safety	Urban Growth	Emissions Reduction				2024 to 2026	2027 to 2033	2034 to 2054
Widemere to Oropi Rd 'green bridge' for PT, walk and cycle	High	✓			✓	\$35M (TSP1)	\$40M	DBC			
On Demand PT Trial (Greerton, Tauriko, Oropi, Pyes Pa)	High	✓	✓	✓	✓		\$2M	Implement			
Papamoa bus facility (Domain)	High	✓	✓	✓	✓		\$3M	DBC			
Brookfield road network improvements to support OSP outcomes	High	✓	✓	✓	✓	\$7M	\$42M	DBC			
TSP039 Bethlehem bus facility	High	✓	✓	✓	✓	\$2.9M	\$8M	DBC			
TSP040 Brookfield bus facility	High	✓	✓	✓	✓	\$200K (LTPa)	\$3M	DBC			
Strategic road network managed lanes delivery	High			✓	✓		\$100M (TBC)	IBC/DBC			
Existing Te Okuroa Drive Bus / HOV lanes (Parton Road east)	High	✓	✓	✓	✓		\$5M	DBC			
SH2 Tauranga Eastern Link shared use path (Domain Rd to Baypark)	High	✓	✓	✓	✓		\$19M	DBC			BC & IMP
Domain Road upgrade (urbanisation of southern sections)	High	✓	✓	✓	✓		\$19M	DBC			BC & IMP
Takimunu North Link Stage 2, including managed lanes for priority modes	High	✓	✓	✓	✓		\$1B	Planning			
Park and ride sites northern corridor e.g. Omokoroa and Te Puna	Medium	✓	✓	✓	✓	\$19M (TSP1)	\$5M	DBC			
Chapel Street bridge resilience (strengthening assumed)	Medium	✓	✓	✓	✓		\$129M	Implement			
TSP016 Park and ride sites eastern corridor, e.g. Domain Road	Medium	✓	✓	✓	✓	\$13M (LTPa)	\$38M	DBC			
TSP014 Park and ride sites Papamoa East	Medium	✓	✓	✓	✓	\$13M (LTPa)	\$38M	DBC			
SH36 multimodal improvements to support planned urban growth	Medium	✓	✓	✓	✓		\$86M	SSBC			BC & IMP
TSP054 Te Papa active mode off-road (north-south) connection	Medium	✓	✓	✓	✓	\$62.5M	\$34M	DBC			BC & IMP
Te Puke to Rangitikei cycleway	Medium	✓	✓	✓	✓		\$12M	Implement			
TSP029 Belk Road futureproofing	Medium	✓	✓	✓	✓	\$8.2M	\$8.2M	DBC			BC & IMP
Upgrade Otumoetai Road to support OSP outcomes	Medium	✓	✓	✓	✓		\$8M	DBC			BC & IMP
WBOPDC district wide W&C improvements	Medium	✓	✓	✓	✓		\$4.1M	Implement			
Matua area pedestrian and cycle improvements to support OSP and Accessible Streets	Medium	✓	✓	✓	✓		\$11M	DBC			
PT access to TEL	Medium	✓	✓	✓	✓		\$33M	DBC			
Western Corridor Ring Route (SH29 to SH36 - Tauriko Stage 3 Ring Route)	Medium	✓	✓	✓	✓	\$43.5M	\$138.2M	SSBC			
Cambridge Road multimodal upgrade	Medium	✓	✓	✓	✓		\$285M	DBC			BC & IMP
Chapel Street railway bridge resilience (strengthening assumed)	Medium	✓	✓	✓	✓		\$6M	Design			
Local road connections to the TNL and SH2	Medium	✓	✓	✓	✓		\$5.0M	DBC			BC & IMP
Matapihi bridge resilience	Medium	✓	✓	✓	✓		\$3M (TBC)	Design			
TSP058 Pyes Pa Road multimodal upgrade	Medium	✓	✓	✓	✓	\$0	\$42M	DBC			
Te Puke Number 1 Road cycleway	Medium	✓	✓	✓	✓		\$5M	DBC			
Bethlehem to Otumoetai cycleway	Medium	✓	✓	✓	✓		\$21M	DBC			
East west pedestrian and cycle connections to support OSP	Medium	✓	✓	✓	✓		\$29M	DBC			
TSP057 Ohauti South transport infrastructure	Low	✓	✓	✓	✓	\$3.5M	\$7M	DBC			BC & IMP
TSP056 Western corridor ring route (SH36 - Oropi Road/SH29a)	Low	✓	✓	✓	✓	\$2.6M	\$47M	DBC			BC & IMP
Wahi Road bridge resilience (strengthening assumed)	Low	✓	✓	✓	✓		\$2M	Design			BC & IMP

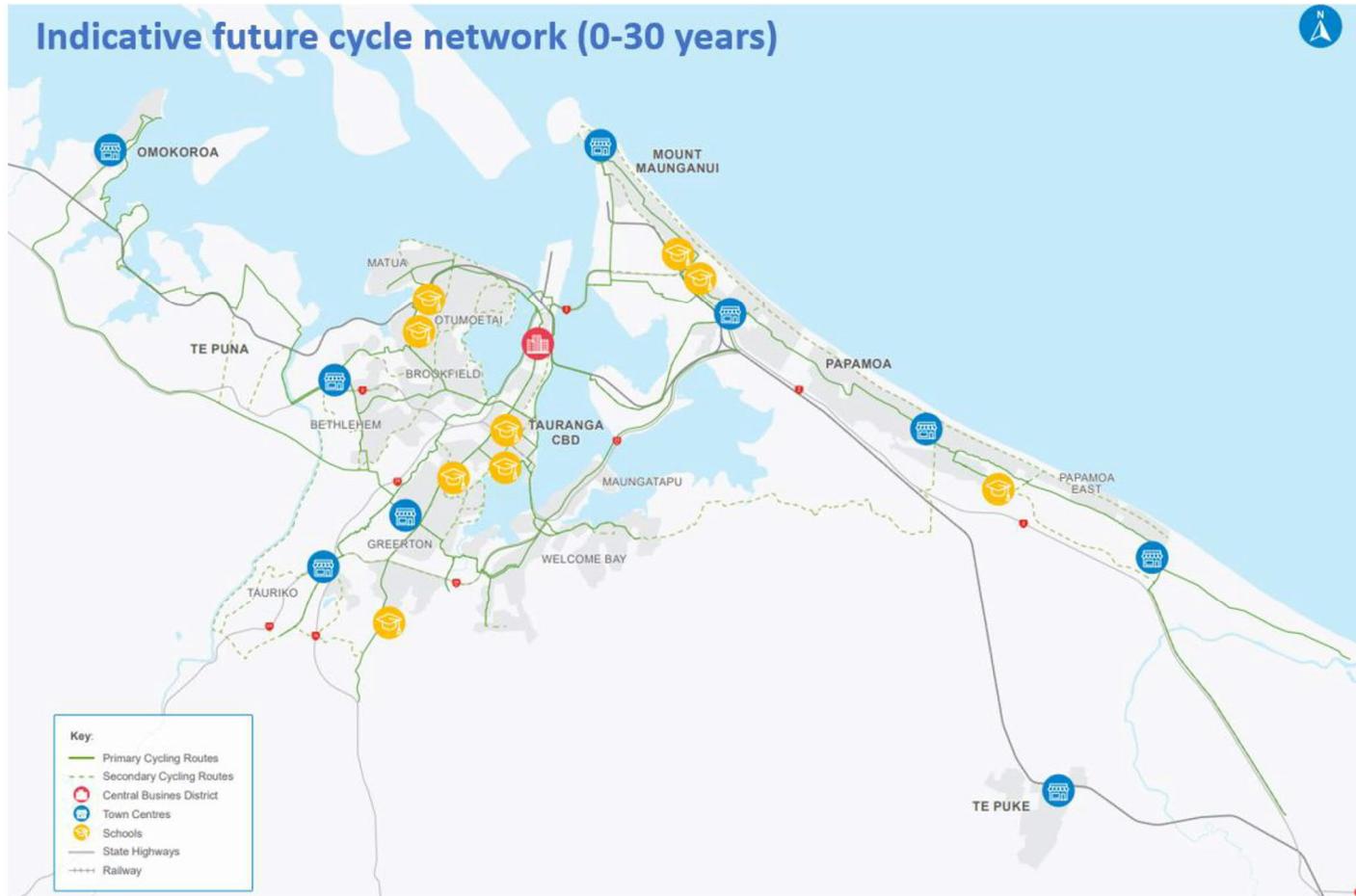
Sensitivity: Genera



Sensitivity: General



Sensitivity: General



Sensitivity: General

Our Journey

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# Top Line Messages

- **TSOF is a high quality model**
- **All Partners have collaborated on its development**
- **Priorities have not changed significantly between TSOF v1 and v2**
- **Funding and cost pressures put investment to the same level v1 at risk**
- **The Endorsed TSOFv2 programme is subject to minor change through LTP/RLTP's and VKT Programme**



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Sensitivity: General

Our Journey

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## Next Steps

- **Update TSP Executive Summary by mid-June**
- **TSP Governance Group Endorse TSOFv2 on 23 June**
- **Combined Council Endorsement TBC with SGIG**



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**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:

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
<p><b>13.1 - Public Excluded Minutes of the Council meeting held on 19 June 2023</b></p>	<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)(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)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</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>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>
<p><b>13.2 - Appointment of Additional Urban Design Panel Members</b></p>	<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>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>

<p><b>13.3 - Progression of the Dam 5 and Wetland 5 stormwater project</b></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>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>
<p><b>13.4 - Construction of Car Parks 160-176 Devonport Road</b></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>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>

**14 CLOSING KARAKIA**