



MINUTES

**Ordinary Council meeting
Monday, 12 February 2024**

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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, 12 FEBRUARY 2024 AT 9AM**

PRESENT: Commission Chair Anne Tolley (Chairperson), 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 (Head of Transport), Stephen Burton (Acting 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), Sanjana France (CCO Specialist), Phillip Martelli (Principal Planner: Structure Planning), Andy Mead (Manager: City Planning and Growth), Brad Bellamy (Project Leader: Urban Planning), Alison Law (Manager: Spaces and Places); Jason Spencer (Transport Programme Manager – Dual Funding), Shawn Geard (City Centre Transport Advisor), Tom McEntyre (Principal Investment Advisor: Transport), Shawn Geard (City Centre Transport Advisor), Coral Hair (Manager: Democracy & Governance Services), Shaleen Narayan (Team Leader: Governance Services), Anahera Dinsdale (Governance Advisor), Janie Storey (Governance Advisor)

1 OPENING KARAKIA

Commissioner Shad Rolleston opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

3.1 Andrew Collins (Harrison Grierson) and Sam Pepper (applicant) - Plan Change request

Key points

- Mr Collins noted that the applicant was supportive of the recommendations within the agenda.
- Culmination of 2.5 years work and a lot of money invested by Landsdale.
- The application was supported by a raft of specialist assessments on all matters.
- The land was considered important for urban growth in the city.
- Adoption of a medium density zone would be similar to other areas.
- Provision had been made for public transport with the land form gradient being adjusted to suit.
- Good engagement and consultation had been held with local iwi and hapu.
- A number of sites had been Identified by Council in a planning stage several years ago and this was the only parcel to proceed.
- It was originally thought that the Council would be the proponent, but as it became clear that this was not the case, Landsdale took the development on as a private plan change.

- The area was included in the Regional Policy statement with the Bay of Plenty Regional Council moving the urban limits out and was now included in the draft future development strategy.
- The area was considered a medium term growth area and there were no impediments for earthworks, with the subdivision expecting to start in 2026 and the first house built in 2027.
- The developer was not adverse to Council adopting the plan change as its own.
- Mr Pepper noted that it was a long winded process which had cost him a lot of money to date.

In response to questions

- In relation to a query regarding no connection to the land on the eastern side of the block Mr Collins noted that the land on the west was regarded as more optimistic as it included a large gully system and they were keen to provide a level of connectivity. He advised that a connection to the eastern side had not been raised previously but they could explore it further, noting that it would be expensive because of the nature of the gully. The land to the south looked most potentially practical.
- In answer to a question regarding the low level density anticipated of 15-20 dwellings per hectare, it was noted that although suitable earthworks were being carried out on 24ha of developable land, it was still subject to considerable earthworks and would remain a rolling topography with a need for platforming which had its challenges for terraced houses. A range of scenarios had been undertaken and while the density could be higher, after taking advice from urban designers they consider that 20 was the most likely the target.
- In relation to the transport assessment and connectivity to State Highway 29, it was noted that the process showing the staging of the first houses in 2027 gradually from the eastern block to 2030. A transport systems programme refresh was underway and included the predicated improvements to the state highway in the area. The developer was aware that the public transport system was not used much in that area and had upgraded the traffic plans and was also looking for wider improvements.
- Mr Collins thanked Brad Bellamy and other Council staff for their assistance with the plan change and noted that there were a lot of changes made along the way.

4 ACCEPTANCE OF LATE ITEMS

4.1 Acceptance of late item

RESOLUTION CO1/24/1

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

Accepts the following late item for consideration at the meeting:

- Tauriko West Enabling Works Matters (public excluded)

The above item was not included in the original agenda because it was not available at the time the agenda was issued, and discussion cannot be delayed until the next scheduled meeting of the Committee because a decision is required in regard to this item.

CARRIED

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 11 December 2023

It was requested to include a timeline when reporting on the cost of the demolition of the Otumoetai pool.

Commissioners acknowledged the high quality of the Council meeting minutes.

RESOLUTION CO1/24/2

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the minutes of the Council meeting held on 11 December 2023 be confirmed as a true and correct record, subject to the below correction:

- Page 16 – the word aggregated should be abrogated.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

Nil

10 RECOMMENDATIONS FROM OTHER COMMITTEES

Nil

11 BUSINESS

11.1 Council-Controlled Organisations' Draft Statements of Intent 2024-27

Staff Gareth Wallis, General Manager: City Development & Partnerships
Sanjana France, CCO Specialist
Anne Blakeway, Manager: City Partnerships

Key points

- Five of the seven Draft Statements of Intent had been received, with four receiving the Councils Letters of Intent and included in their draft statements.

In response to questions

- Whakatane District Council had an annual review with Tourism BOP, which did not need to go to their Council.
- In relation to greater transparency, it was noted that some organisations were putting information on their websites and others were considering it moving forward.

Discussion points raised

- Commissioners requested that a detailed review be carried out on Year 1 of the Long Term Plan and a refinement in Years 2 and 3 and included a further resolution to cover this.

RESOLUTION CO1/24/3

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Council-Controlled Organisations' Draft Statements of Intent 2024-27".
- (b) Receives the draft Statements of Intent for Bay Venues Limited, Tauranga Art Gallery Trust, Tourism Bay of Plenty, Te Manawataki o Te Papa Limited, and Te Manawataki o Te Papa Charitable Trust for 2024/25 to 2026/27.
- (c) Notes that as joint shareholder of Tourism Bay of Plenty, Western Bay of Plenty District Council will be asked to approve their separate shareholder comments on the draft Statement of Intent for Tourism Bay of Plenty at their 22 February 2024 Council meeting.
- (d) Notes that these five draft Statements of Intent have been delivered ahead of the usual Local Government Act (2002) deadline, but that Bay of Plenty Local Authority Shared Services Limited and Local Government Funding Agency will provide their drafts as per the usual timeframes.
- (f) Approves a Statement of Intent development and review cycle to consist of a detailed review aligned with year 1 of the Long-term Plan, and a refresh/refinement aligned with years two and three of the Long-term Plan period.

CARRIED

11.2 Board review of council-controlled organisations

Staff Gareth Wallis, General Manager: City Development & Partnerships
Sanjana France, CCO Specialist
Anne Blakeway, Manager: City Partnerships

Discussion points raised

- It was noted that the Govern 365 approach had been helpful in finding a focus for each of the Boards. Commissioners were keen include this for all of the Council Control Organisations.
- Acknowledgement of the comparison with the performance and operation of the Council Controlled Organisations and the significantly improved relationships they had with Council. They also acknowledged the work and resourcing provided by staff to assist with that process, noting that was working well for both parties.

RESOLUTION CO1/24/4

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Board review of Council-Controlled Organisations".
- (b) Receives the Bay Venues board review summary document.
- (c) Receives the Tauranga Art Gallery Trust board review summary document.
- (d) Receives the Tourism Bay of Plenty board review summary document.

CARRIED

11.3 Plan Change 34 Belk Road Rural Residential

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Phillip Martelli, Principal Planner: Structure Planning

Key points

- This was a minor plan change which had been notified alongside Plan Change 35 Tauriko Business State extension as there was some overlapping of neighbours.
- All residents in the area were comfortable with what was proposed, but questioned what work NZTA were intending to do with the state highway alignment.

In response to questions

- The underlying reason NZTA were against the rural-residential zone was the concern that this could potentially put the land values up and they would need to pay more compensation to the Council.

Discussion points raised

- It was considered that NZTA were out of touch with what was happening locally and did not have the local knowledge as they were Wellington based.
- It was requested that within the documentation material to land owners and agencies it be noted as appropriate that the notice of the requirement as yet to be notified, to ensure that Council were signalling that they know the change was occurring as part of a package.

RESOLUTION CO1/24/5

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That Council:

- (a) Receives the report "Plan Change 34 Belk Road Rural Residential".
- (b) Approves Plan Change 34 Belk Road Rural Residential for public notification.
- (c) Authorises the General Manager: Strategy, Growth and Governance to arrange the public notification process in accordance with the provisions of the First Schedule to the Resource Management Act 1991.
- (d) Delegates authority to the General Manager: Strategy, Growth and Governance to approve any minor and technical changes to the proposed City Plan map and text amendments contained in Attachment 1, as necessary, prior to public notification.

CARRIED

11.4 Recommendation on Private Plan Change Request for Rezoning at 120, 125 Upper Ohauti Road

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Brad Bellamy, Project Leader: Urban Planning
Andy Mead, City Planning & Growth

Key points

- The report was seeking to accept the private plan change based on the information received and the work that had been carried out by the applicant. Staff were comfortable to proceed to next point of notification.
- Bay of Plenty Regional Council would be notifying their decisions on Plan Change 6 on 12 February 2024, accepting the Hearings Panel recommendations for the change to the urban limit lines and accept the plan change in line with the change required by the National Policy Statement on Urban Development.

In response to questions

- Concerns were noted with the opportunities to connect to the land in the Western Bay of Plenty District Council jurisdiction and private plan changes not taking a wider view than that which Council would take including the transport connections. It was queried how this could be remedied in terms of the plan change being notified and indicating a linkage to adjoining land on the eastern side. It was noted that the difference was that the western block adjoins the Western Bay of Plenty District Council boundary for which a connection had been provided for. This was not the case on the eastern boundary as there was another block of land within Tauranga's boundary which had a full frontage to the Upper Ohauiti Road boundary. The road had been significantly upgraded by the applicant as part of the plan change resulting in a change from a rural road to full urban design road with footpaths and the like. There was a lot of potential for that connectivity to still occur. Further beyond that the block they only had frontage to a significant stormwater reserve on the eastern side that joined on and delivered as part of the Adler Drive SHA area. The extent of earthworks and the dynamic around some of the overland flow paths had led to the design on the eastern block.
- There was already a developed subdivision on the east and special housing area of Adler Drive and a connection further east runs straight into that subdivision, but was difficult to achieve because of escarpment and stormwater infrastructure that was in place. If the city was to further expand to the south, or needed further connections towards Kaitemako Road and into Welcome Bay there were options along Ohauiti Road, but these would be difficult from a topography perspective. During the Welcome Bay and Ohauiti study it was felt that the primary need for future connectivity was more connection out of Welcome Bay and Ohauiti and back into the city. This plan change provided those corridors to the west and there were other options being investigated at high level at present for which information would be provided at a separate discussion. It was noted that this would not preclude further connectivity to the east in the future.
- During the course of the development Western Bay Of Plenty District Council had contacted Council with development plans further up Upper Ohauiti Road, which made the connections far easier to achieve than these challenges for the likes of stormwater on this site.
- In response to a query as to whether there were any internal cycling and walking connections, it was noted that they did not have that level of subdivision design at present, but that the urban design assessment does indicate and show the importance of those types of connections which staff would put that to the applicant for consideration.
- In response to the low density of housing it was noted that the reality was that the topography was more challenging as you go further up the road and were also further away from services that support the level of density that could be delivered.
- The Act allows for connectivity discussions to occur with private plan changes as once Council was in a position to accept, it directs the Council to prepare the plan change with the proponent and working with them to bring on board the matters raised and working towards notification. Although much of the pre-notification requirements had been completed by the applicant, especially in relation to iwi and hapu, there was still some to be done which also provided an opportunity for that feedback. It was anticipated that notification would be mid-March 2024.
- In relation to a query regarding ensuring that the slope hazard and stability work was fully accounted for, it was noted that a considerable amount of work had been done and this was the third iteration of plan change. One third of the site had been set back, some because of stormwater and slope. Multiple geotechnical assessments provided to update and refine some of the area, with a great of detail provided.

Discussion points raised

- In relation to the costs it was noted that the benefit was clearly with the developer and land owner as a private plan change and should bear the cost rather than the ratepayer. It was requested that consideration be given to encapsulating that into a policy to provide clearer guidance to developers. Where it was an essential change that logically the Council should be making for itself there would be some sharing of costs.

RESOLUTION CO1/24/6

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Recommendation on Private Plan Change Request for Rezoning at 120, 125 Upper Ohauti Road".
- (b) Accepts, in whole, the private plan change request by Landsdale Developments Limited in accordance with clause 25(2)(b) of Schedule 1 of the RMA and that the request be notified as soon as practicable.
- (c) Delegates authority to the General Manager: Strategy, Growth & Governance to approve the notification of the request in accordance with the provisions of the First Schedule to the Resource Management Act 1991.
- (d) Requires adherence to the Council's policy of full recovery of costs associated with processing the private plan change request (Private Plan Change 39).

CARRIED

11.5 Destination Skatepark - Completion of Community Design

Staff Barbara Dempsey, General Manager: Community Services
Alison Law, Manager: Spaces and Places

Key points

- The project was progressing well and would be spectacular when opened.
- Council had previously approved stages 1 and 2 of the project with stages 3 and 4 reliant on external funding which had now been secured.
- Seeking consideration to increase the budget this year so the project could be continued while the contractors were still on site, allowing for it to be completed and opened mid-year.

In response to questions

- The additional funding was in the draft Long-term Plan and would delete \$850,000 out of the draft budget for next year. This was additional Community Services budget and adding in the 55% received from sponsorship. This was an increase in the budget that would increase the debt funding for this year.

RESOLUTION CO1/24/7

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Destination Skatepark - Completion of Community Design".
- (b) Approves the addition of zones 3 and 4 to the construction scope as part of the completion of the full community design.
- (c) Approves an updated total project budget for the construction of the full community design of \$4,945,080 which includes a total of 55% external funding to a total value of \$2,696,217.
- (d) Approves the allocation of the updated project budget to the 2024 financial year (\$3,805,157).

CARRIED

11.6 Transport Resolutions Report No.49

Staff Nic Johansson, Head of Transport

Key points

- Minor changes were requested for operational and safety reasons.

In response to questions

- In response to a concern that the road markings had been put in without the bylaw changes it was noted that there were also more changes coming up and along Cambridge Road that also needed to be tidied up.
- In relation to how much consultation and engagement had been undertaken with the removal of carparking along Millers Road for the improvements, it was noted that it was more information than consultation and engagement. The development was approved on the basis of providing off street parking. Workers could access all day parking around the corner and customers would use the off street parking.

RESOLUTION CO1/24/8

Moved: Commissioner Bill Wasley

Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Transport Resolutions Report No.49".
- (b) Resolves to adopt the proposed traffic and parking controls as per Appendix A relating to minor changes for general safety, operational or amenity purposes, to become effective on or after 13 February 2024 subject to appropriate signs and road markings being installed.

CARRIED

11.7 Temporary Road Closures - Events

Staff Nic Johansson, Head of Transport

Key points

- The report included tweaks and updates to the road closures for the season now that the event planners had more of the details of the events.

Discussion points raised

- Commissioners noted that the Mount Ratepayers and Residents and Mount Business Associations had noted that the community held a lot of the events that were affecting their businesses and ability to travel around and asked that the road closures be as minimal as possible including blocking only one side of roads rather than the whole roadway.

RESOLUTION CO1/24/9

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receive the report of Temporary Road Closures – Additional Event Road Closures 2024.

- (b) Pursuant to Clause 11(e) of the Tenth Schedule of the Local Government Act 1974, grants approval to close the roads and car parks listed on Attachment A to ordinary vehicular traffic on the dates and during the hours stated for the purposes of facilitating safe and successful operations during the following events in Tauranga.

CARRIED

11.8 Fifteenth Avenue to Welcome Bay Detailed Design Early Pre-implementation funding

Staff Nic Johansson, Head of Transport
Jason Spencer, Transport Programme Manager – Dual Funding

Key points

- The work was an important project to ease congestion in the area and planned in an order to keep continuity with the work.
- The construction would start with some risk to Council with a funding gap from March to September 2024 prior to the Waka Kotahi funding approval which was expected in September 2024.
- The report outlined the works needed to be done with the detailed design and the white fronted tern rehabilitation programme to keep the project moving until the funding was approved.

Discussion points raised

- The delay in the funding for such a critical area to relieve congestion in the city was noted and the need for Council to take the risk and to keep moving the project through to ensure that the relocation of the nests was carried out for the next nesting season.
- Commissioners commended staff on the community engagement process undertaken and the feedback received around the options that had been agreed to.

RESOLUTION CO1/24/10

Moved: Commissioner Bill Wasley
Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Fifteenth Avenue to Welcome Bay Detailed Design Early Pre-implementation funding".
- (b) Approves \$3.5m of IFF funded budget before a decision is made by Waka Kotahi on the retrospective funding request and the DBC.
- (c) Accepts the increased level of costs to Council should the DBC not be approved by Waka Kotahi in September 2024.

CARRIED

11.9 Arterial Road Reviews - Recommended Transport Infrastructure Improvements

Staff Nic Johansson, Head of Transport

Key points

- The work would result in a better transport network and significant investigation on 50km of the arterial roading network.
- While some improvements had been seen, there were not as many of the initiatives being related to efficiency from the works done.
- 25% of the network improvements were carried out at a relatively low cost, with 65% of the improvements in the review being unsubsidised. Although they were important initiatives for

through traffic they did not meet the Governments Policy Statement arterial criteria so were fully funded by the Council.

- The improvements were to ease traffic congestion, but not at the expense of road safety.

In response to questions

- Discussion ensued on the report and concern was noted that in order to move around the city, there were areas where the bulk of the traffic were congesting which was also adding time to their journeys. Staff needed to identifying the major routes and looking for entrepreneurial and alternative solutions as people were starting to use other roads to get to where they wanted to go quicker. The city would be at a standstill in 10 years if nothing was done to provide alternatives as people were still continuing to drive as their main mode of transport.
- It was agreed that more than \$20M was needed and while there were some identified and low risk, low money projects it should be totally used to focus on congestion as there were too many arterial routes that were not major routes and lateral thinking, working alongside major projects and looking earlier to see if things could be done to help the situation.
- It was noted that the major projects could have been represented better with low cost low risk projects within the network. Congestion improvements had been ranked and those easy projects where there was a safety effect and an effect on the number of vehicles using an area such as intersection improvements and the like. The major changes were noted in the major projects and there would be a massive demand to make those happen earlier.
- Further information had been gathered for a more extensive report which also connected this report and provided a bigger picture and an arterial review.
- In response to a query as to what would happen in the meantime with State Highway 29 commencing in 2027 and Hewlett Road in 2030, it was noted that there was additional work that was included in the Transport System Plan (TSP) work but not represented in this report, including the Papamoa East intersection that would take people out to highway and into town.
- A number of long term plan submissions made reference to the city being congested and Council were not being seen to be doing the work, it was noted that while there was a suite of projects they were not sure how far the government were through the planning process for the new policy direction. There was an indication that resolving congestion would be included. Council could wait until the plan came out and then apply for funding.
- Discussion continued noting the work had to be done beforehand with a query raised as to what projects would make a difference in the TSP and what was able to be funded so that the work could be prioritised based on funding.
- The Council had been developing plans and projects for two years which would no longer to be government funded. There was a query as to whether Council should continue to deliver projects around cycling, walking and safety rather than reducing congestion. The direction provided by the Commissioners was to hold back due to lack of funding. There were some low cost shovel ready projects that would need to go through to completion.
- Council would be looking to leverage out of NZTA as priority for the government rather than proceeding with the nice to have marginal. A query was raised as to whether there had been a decongestion benefit of walking and cycling to see if those works had been worthwhile. It was suggested that the projects be put on hold until a clear lead had been provided from central government.
- Council already had good data and all of the information that was required and would provide a report on a number of decongesting projects to keep the project moving.
- It was agreed that information needed to be provided to the public and to get messaging out explaining the future of traffic in and around the city and what it means to them.

Discussion points raised

- Commissioner Selwood noted that a Regional Land Transport Meeting had been held on 9 February 2024 and while they realise that congestion was a problem, they did not realise the gravity of the existing congestion and where it was heading to. Agencies were doing as much as they could within budgets, but that was insufficient to do the work that needed to be done.

- It was estimated that there would be a 40% increase in traffic over the next 20 years, without the funding to support the road network for that amount of growth in the current regime. This needed to be understood so that Council could adequately engage and advice of the gravity of the situation to the public so that they could also help solve it.
- The report would be only be received at this meeting and a further report provided on the key findings of the arterial projects prior to any action being taken.

RESOLUTION CO1/24/11

Moved: Commissioner Bill Wasley

Seconded: Commissioner Stephen Selwood

That the Council:

- (a) Receives the report "Arterial Road Reviews - Recommended Transport Infrastructure Improvements".

CARRIED

11.10 Revision of the City Centre Movement Framework and Implementation of Enabling City Centre Movement Pilot Scheme

Staff Nic Johansson, Head of Transport
Shawn Geard, City Centre Transport Advisor
Tom McEntyre, Principal Investment Advisor: Transport

Key points

- The report follows on from the services of Commissioner check-ups, and applied detailed information from surveys carried out to understand more about the general traffic movement in and around the city centre, including the construction movements around Te Manawataki o Te Papa and other city centre developments in coming years.
- Under the Land Transport Rule, Council had the ability to conduct a two year pilot period with regular feedback sessions, stake holder engagement and to demonstrate listening and refining the pilot as required with the outcome of a long term future option in two years.
- The two year period would include Stage 1 of Te Manawataki o Te Papa and include the permanent street scaping and the like of the precinct.

In response to questions-

- The parking on the edge of the city centre was outside of the report oversight and staff were unsure of what was happening with that area at present.
- It was requested that pre-implementation engagement and signage be provided so that people were well aware of what was coming up and to improve street name signs as some areas did not include signs. Messaging around the tactical approach of it being done to cater for the development and construction within the city centre so the public were made aware that it was still an attractive place to visit and understood the reasoning. It was noted that staff were currently discussing the communication plan, the community conversations and what they would include. Staff noted that rather than providing maps, it was more about reminding the public there was a change with signage and people would be on the site to ensure the changes were well understood. All of the businesses had been spoken to and had taken that understanding into account.
- 14 carparks at the northern end were being removed to allow for better bus connection in that area. In return carparks would be recreated in areas were bus stops and yellow lines had previously been.
- The next steps was the engagement of what the area would look like with permanent fixtures and to look at what each street was used for. The pilot project would take in key streets with minor concrete painting, street furniture and planters and looking towards a longer term vision. The long term plan includes items over the next 10 years and staging to be developed so key corridors link into the plan.

- It was important that over the construction phases that those movement routes would be maintained allowing for the construction and ensuring that it worked and changes made accordingly for a semi-permanent movement plan.
- The project would allow getting big items and trucks into the areas without moving the permanent solution, and there may be times that they would need to close off a few more sections but these would be minimised at much as possible and mostly done at night and would not become the norm.
- With the massive construction planned it would be premature to put permanent solutions in place, the pilot could test with a temporary approach that could be changed as they understand the final construction and know what would work.

Discussion points raised

- It was requested that the word Pilot be added as noted in resolution (a) - Enabling City Centre Movement Pilot Scheme.

RESOLUTION CO1/24/12

Moved: Commissioner Stephen Selwood

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Revision of the City Centre Movement Framework and Implementation of Enabling City Centre Movement Pilot Scheme".
- (b) Adopts the revised City Centre Movement Framework.
- (c) Delegates the General Manager: City Development & Partnerships [via the Chief Executive] to ensure other documentation referencing the City Centre Movement Framework refers to this revision.
- (d) Endorses implementation of the City Centre Enabling Movement Pilot project.

CARRIED

11.11 Tauranga Speed Management Plan

Staff Nic Johansson, Head of Transport
Shawn Geard, City Centre Transport Advisor

Key points

- Rules and objectives were changing with the government, so staff were adapting the speed management plan.
- While not mandatory yet school restrictions were being supported for funding if they were adopted. The balance of the city focus was on schools, marae and the city centre. A lot of engagement had already taken place with schools who were all promoting the implementation of lower speed outside their school.
- The next step was public consultation and receiving submissions with their views.

In response to questions

- In answer to a query as to why the electronic signs outside schools was being suggested at 30kph when many other areas had 40kph, it was noted that research carried out in Australia noted that the level of compliance at 40kph was quite low, whereas with 30kph being a much lower speed, there was a more significant reduction in the speed vehicles travelled in these areas.

Discussion points raised

- There was a need to explain the meaning of Variable Speed Limits to the public.
- It was requested that the next report include what the Western Bay District Council had implemented.

RESOLUTION CO1/24/13

Moved: Commissioner Bill Wasley
Seconded: Commissioner Shadrach Rolleston

That the Council:

- (a) Receives the report "Tauranga Speed Management Plan".
- (b) Adopt the following approaches:
 - (i) Continue developing a speed management plan focusing on safe speeds around schools, marae, and the city centre This will include community engagement and a Council decision will be required prior to implementation.

CARRIED

11.12 Order of candidate names for July 2024 election

Staff Christine Jones, General Manager: Strategy, Growth & Governance
Coral Hair, Manager: Democracy & Governance Services

Discussion points raised

- The Commissioners noted that they did not wish to change the method from the previous election.

RESOLUTION CO1/24/14

Moved: Commission Chair Anne Tolley
Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Order of candidate names for July 2024 election".
- (b) Determines that the order of candidate names on the voting documents for the Tauranga City Council election on 20 July 2024 and any subsequent by-elections be the method used at the last election, which was in random order.

CARRIED

At 10.55am the meeting adjourned.

At 11.10am the meeting reconvened.

11.13 Executive Report

Staff Paul Davidson, Chief Financial Officer
Stephen Burton, Acting General Manager: Infrastructure Services
Nic Johansson, Head of Transport
Barbara Dempsey, General Manager: Community Services
Christine Jones, General Manager: Strategy, Growth & Governance
Alastair McNeil, General Manager: Corporate Services
Sarah Omundsen, General Manager: Regulatory and Compliance
Gareth Wallis, General Manager: City Development & Partnerships

Infrastructure**Key points**

- The Sustainable and Waste team were running internal road shows with 20 key teams within Council to ensure they were fully aware of moving more into the sustainability space in their business areas and to think of every aspect of work and how it aligned with the plan.

- The Water Watchers initiative had been fine-tuned over time, and staff wish to thank the community for the way in which they had responded by using water more efficiently and were continuing to do so.
- Acknowledgement to the community for taking heed of the use of alternative modes of traffic due to the works at SH 29A and Totara Street and doing what they could to lower the traffic volume on the network.
- SH 29A overall works had been progressing better than expected, and Waka Kotahi had been manning the phones, lights and traffic management.

In response to questions

- The problems being experienced in Papamoa with odour and taste in the water was as a result of dissolved organics coming out of the catchment. No history had yet been developed with the catchment as it was a new amenity. Staff had implemented dosages of activated carbon in the short term which removed the organics and the water had been tested and was safe to drink with no bacteriological issues. Staff had been keeping in contact with the regulator and the Ministry of Health and they would be looking at more permanent dosing in the future.
- As part of the business case staff needed to recalibrate the real scenario to that which had been planned and a report back would be carried out within 12 months from completion.

Discussion points raised

- There had been a number of positive comments from walkers and cyclist in relation to the recent works completed on Cameron Road, making it safer for them to cross the road. The plantings also made it an impressive corridor.
- Information was requested on Cameron Road now that it was operational to better understand the pre and post works, how people were using it, the number of vehicles, the travel time and whether it was working how it had been intended.

Community Services

Key points

- Kiosks had been installed in He Puna Manawa and the Mount Hub so that payments could be made at those locations. These took longer than anticipated so they could be adapted to make them wheelchair accessible. The use was being monitored for possible installation at other sites.
- The new dual Tutarawananga/Yatton Park name plaque of copper on steel has been installed.

In response to questions

- In response to a query regarding the economic impact of the four large concerts held it was noted that a presentation would be provided this week. Staff do selective data gathering and they were currently considering engaging a firm to carry out some engagement and data gathering for 6 months from March 2024.
- In relation to the use of facilities and Mauao being popular it was being requested by the Mauao Trust to balance these out with other reserves to take some of the pressure off the area. It was noted that staff were looking at a future strategic direction for events including how to bring them together as a balance and how many events were being held, as there was only so much money to support these. A report would be provided to Council in April 2024.
- Commissioners noted that the creation of space for events adjacent to the water was one of the reasons for developing Te Manawataki o Te Papa, with the walkway enabling people to move down the landscape and onto the beach.
- It was also noted that one of the criteria in the event funding framework was that preference was given to those events that were not in popular places as an incentive for people to use other spaces.
- Information was requested in the next report on the number of people visiting Omanawa to get a sense of the use of the area. It was noted that as there was still a risk with people going down to bottom platform a sensor camera had been installed which showed a message that they should not be there and to leave the area.

Discussion points raised

- Commissioners noted that they had received many compliments on how good the city was looking and how well cared for it was. The Marine Parade walkway was being so well used with and people in wheelchairs now able to enjoy what they were not able to before.
- It was requested that there be a long lead in with the publicity for big events so that people were aware of what was occurring and giving them an opportunity to go elsewhere.

Chief Financial Officer**Key points**

- There had been a 7.4% increase in air traffic volume not 74% as had been noted in the report.
- Rotorua airport were having similar issues with the insufficient number of air services coming into the Bay of Plenty.
- The general city revaluation would be completed and was expected to be implemented in the 2024/25 rating year.

In response to questions

- An additional 100 carparks had been opened on 9 February 2024 at the airport and the balance would be available for use in 6-8 weeks.
- Since the runway lighting had been taken over by Council, there had been a reduction of bad weather diversions to other airports.
- In response to a query regarding the orange Audit status, it was noted that there were elements with so much growth going on in the city and trying to get the valuations through in time.

Discussion points raised

- Acknowledgement was made of the significance of the \$75M payment going out into the Tauranga economy. It was a significant investment by the city to growth and was circulating across the economy to small and large businesses and suppliers.

Strategy, Growth & Governance**Discussion points raised**

- The communications regarding the upcoming Candidate Information evening had been positively received with a good number already registered to attend.
- Commissioners signalled that they wish to hold a debrief on the Long Term Plan process once the hearings had concluded to consider how it would be managed.

Corporate Services**Key points**

- A new performance monitoring and assurance activity group had been established and a performance measurement component would be included in future reports.
- Images had been provided in the report of internal portals that had been created and the benefits of these.
- 200 staff had attend contractor management training and teams had been taken through the new office building showing new ways of working.
- Website hits had been popular with the Mount Coastal Walkway being the most successful story and the Long Term Plan receiving 158,000 hits.

In response to questions

- In response to a query regarding the of Waka Kotahi granted improvements on contracting and procurement processes it was noted that the relationship with Waka Kotahi was to be strategic and commercial and the recognised the Council's ability to manage longer term contracts. More staff had been trained to meet the required standards and resources had been dedicated on procurement and transport.

Discussion points raised

- Commissioners asked that the use of graphs in the report be reconsidered as they were unreadable. Also to consider whether Stellar was an appropriate tool to provide information to the incoming Council.

Regulatory and Compliance**Key points**

- The meeting of statutory time frames for consents continues to improve.
- The report included data on how the dwelling numbers were performing against the SmartGrowth predictions. While it was not precise it did provide a base, noting that 900 Code of Compliance Certificates for dwellings had been issued against and expected target of 1,100. A factor within the last two years had included market conditions.
- IANZ assessments had all been successfully completed with the next assessment due in September 2025.

In response to questions

- In answer to a query as to how many sections were available to build on that no consent had been sought for to gauge how much land was available for housing in the city, it was noted that there was some information in the Development Trends report which included zoned and serviced land that had development capacity to build a dwelling on. There was also land available that had not yet been zoned and some subdivisions approved but not developed. Staff were breaking this down and monitoring it so the information could be provided in April 2024 and then on a quarterly basis.
- A report on the review of freedom camping would be provided to the 19 February 2024 Strategy, Finance and Risk Committee.

Discussion points raised

- Acknowledgment was given to the team for the pleasing results with the consent process and to the parking officers for helping members of the community in their hour of need.

City Development & Partnerships**Key points**

- Tunks Reserve and Elizabeth Street works had been completed and opened before the new year. There was still some planting to be carried out at the Dive Crescent carpark to complete that project. All of the other projects were tracking as planned.
- Positive media had a good score of 3.5, indicating that the messaging was having an impact. The team were trying hard to have a positive impact and to share great stories across a number of media channels.

Discussion points raised

- Information was requested on the increased foot traffic count within the city centre and the availability of parking so that it could be monitored.

RESOLUTION CO1/24/15

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

That the Council:

- (a) Receives the report "Executive Report".

CARRIED

12 DISCUSSION OF LATE ITEMS

Nil

13 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RESOLUTION CO1/24/16

Moved: Commissioner Shadrach Rolleston

Seconded: Commissioner Bill Wasley

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>13.1 - Public Excluded Minutes of the Council meeting held on 11 December 2023</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)(g) - The withholding of the information is necessary to maintain legal professional privilege</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p> <p>s7(2)(j) - The withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage</p>	<p>s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7</p>
<p>13.2 - Exemption from Open Competition - To direct procure the fitouts of City Operations vehicles</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>13.3 - Tauriko West Enabling Works Matters.</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)(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>
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CARRIED

14 CLOSING KARAKIA

There was no closing karakia as the Long Term Plan submission hearings were commencing at 1.30 pm.

The meeting closed at 12.25 pm.

The minutes of this meeting were confirmed as a true and correct record at the Ordinary Council meeting held on 26 February 2024.

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 Commission Chair Anne Tolley
CHAIRPERSON