



ATTACHMENTS

**Ordinary Council meeting
Separate Attachments 1**

Monday, 18 March 2024

Table of Contents

11.2 2024-2034 Long-term Plan - Other topics

Attachment 1 2024-2034 LTP Responses to other topics 4

2024-2034 Long-term Plan - RESPONSES TO OTHER TOPICS

2024-2034 LTP - Responses to other topics

Contents

ARTS AND CULTURE 4

AIRPORT 7

BAY VENUES..... 8

BUILDING SERVICES 9

COUNCIL CONTROLLED ORGANISATIONS (CCO'S) 10

CITY AND INFRASTRUCTURE PLANNING 11

CITY EVENTS AND VENUES..... 42

COMMUNITY DEVELOPMENT 49

CITY DEVELOPMENT..... 53

COMMUNITY RELATIONS 66

DEMOCRACY SERVICES 70

ECONOMIC DEVELOPMENT 72

EMERGENCY MANAGEMENT 75

FINANCE 76

HUMAN RESOURCES..... 92

LEGAL, RISK AND PROCUREMENT..... 94

LIBRARIES 95

SPACES AND PLACES 96

STORMWATER..... 113

STRATEGIC INVESTMENT 114

STRATEGY AND CORPORATE PLANNING..... 115

SUSTAINABILITY AND WASTE..... 120

2024-2034 LTP - Responses to other topics 2

TE POU TAKAWAENGA..... 126

TRANSPORTATION 130

WASTEWATER..... 175

WATER SUPPLY..... 178

ARTS AND CULTURE

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
638	Robin Haslett	Submitter does not support building a new museum.	The museum, as part of the Te Manawataki o Te Papa development, was consulted on through the Long-term Plan amendment in 2022. Following that consultation, the decision was made to proceed with the development of a new museum. There is no intention to revisit that decision. Construction is expected to commence in 2024 and the museum to be open in 2028.
Other submissions that align with this theme 671, 700, 1271, 1585			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
644	Michael Baxter	Submitter suggests continued council funding for the arts sector such as Historic Village.	Council is committed to contributing towards a vibrant arts and culture scene in the city and does this through its funding arrangements with various organisations.
1089	John Coster	Submitter (member of the Tauranga Historical Society) requests support from Council for the Tauranga Historical Society.	Council notes the Historical Society is currently in abeyance pending an AGM in March 2024. Prior to going into abeyance, a new strategic plan for the Society was being developed and Council supports the Society to complete this planning process once it has some certainty of structure following its AGM in March.
1428	Liz Cooper	Submitter seeks implementation of the Public Art Framework and support of the arts and culture sector.	The Public Art Framework will be implemented in the first half of 2024. The appointment of a new Community Arts Advisor in December 2023 means Council is well positioned to roll out the new framework in line with the LTP funding and this will be a priority for this new role. Council is committed to working with organisations such as Font and Creative Bay of Plenty to facilitate a vibrant arts and culture scene in Tauranga. Council is also committed to working with Tauranga Art Gallery as a key relationship and cornerstone component of Te Manawataki o Te Papa.

4

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1513	Katheryn Lellman	Submitter compares regional arts festivals across New Zealand and the levels of local council support each receives.	For the 2023 Arts Festival, Council departments including City Development; Event Development and Arts, Culture and Heritage provided a total \$152,259 of funding, \$17,259 of which was value in-kind. Council believes that the arts festival is an important event in the region and will work with the Arts Festival staff and Board to understand how we can support the delivery of the event with value in kind.
1520	Cara Paterson - Creative New Zealand	Submitter raises several creative suggestions for consideration while developing this Long-term Plan.	Council appreciates the time you have put into commenting on the arts, culture and heritage components of the LTP and notes the observations and recommendations made in your submission.
1543	The Bay of Plenty Creative Organisation Alliance	Submitter has given a range of examples that they support in the Long-term Plan and encourages council to continue and grow the arts and culture sector.	Council appreciates your support for the Arts, Culture and Heritage Action and Investment Plan and the Public Art Framework. The appointment of a new Community Arts Advisor in December 2023 will assist the rollout of both strategies and Council looks forward to working with your constituent organisations to deliver the outcomes we all aspire to for arts and culture in Tauranga. Thank you also for your support of Te Manawataki o Te Papa and your comments about operational funding. Museum staff are currently developing a detailed Project Plan for opening day of the facility and beyond, with an emphasis on sustainable delivery of high-quality exhibitions and public programmes.
1564	Tanya Trass - The Incubator Creative Hub	Submitter has suggestions for council with regards to staffing and Arts and Culture.	At Council, Arts and Culture activity is appropriately resourced and the staff members involved are experienced and respected galleries, libraries, archives, and museums sector professionals. The current staffing structure is more than capable of delivering on the Arts, Culture and Heritage Action and Investment Plan and the Public Art Framework. Council will continue to demonstrate its commitment to arts and culture in the community in many ways, including by strengthening our already strong and robust relationships with the sector locally and nationally, including with Creative New Zealand.
1578	Annie Hill – Creative BOP	Submitter seeks discussion to identify how to increase Council funding from 2026/27 (Y3) within this LTP process.	In the recently adopted Community Funding Policy, Creative BOP is recognised as one of four cornerstone community partners of Council. This will provide the opportunity for Creative BOP to negotiate a

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			3+3 year funding agreement that will provide planning certainty for the organisation. Discussions will be held in the coming months between Council and Creative BOP to agree on the details of the partnership agreement for the next three years.
1581	Andrew Gregg – The Elms Foundation	The Elms Foundation would like to formally acknowledge and thank Tauranga City Council for its support over the past three years, and congratulate council for developing its new community funding policy.	Council values its relationship with the Elms Foundation and recognises the central importance of the Elms to the heritage sector of Tauranga. Council has demonstrated its ongoing commitment to the Elms by selecting it as a recipient of a multi-year funding agreement and looks forward to negotiating an agreement that assists the Foundation to be sustainable into the future. Council commends the Elms Foundation for its forward-looking approach and its commitment to further enhancing the visitor experience on the site, including the planning for a new visitor centre and related amenities. With the opening of Te Manawataki o Te Papa a matter of a few years away, including a new Museum and Exhibition Centre, there is a need for more high-quality visitor attractions in the city to complement those being built by Council. The Elms is well positioned to become an important component of a vibrant visitor destination and to create products and services that will enhance the Foundation's ability to be self-sustaining and viable. Council looks forward to a future of continued cooperation and mutual-support with the Elms.
1668	Sonya Korohina – Tauranga Art Gallery Toi Tauranga	Submitter commends council on decisions made in city centre and is proud to work with Council on enhancing the arts sector in Tauranga.	The Tauranga Art Gallery is a critical partner for Council in the delivery of high-quality arts and culture opportunities for the people of Tauranga and visitors to the city. The Gallery is also a key component in the development of a world-class cultural precinct in Te Manawataki o Te Papa and Council will continue to support the Gallery in its ongoing development and evolution.

AIRPORT

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
531	Stephanie Towers	Submitter suggests getting more flights into Tauranga.	Tauranga Airport is available for use 24/7 but the passenger transport schedule is driven by Air New Zealand. Air Traffic Control hours of service are determined by the schedule of flights requiring Air Traffic Control. Airport management is aware of an issue with duty controllers running out of duty hours on occasions when the last scheduled flights are running late of scheduled time of arrival with the effect of Air NZ not operating these flights and is pushing for a resolution. At the time of writing Air NZ and Air Traffic Control are in discussions looking to resolve the issue for Monday to Friday. There is some flexibility of Air Traffic Control hours of service due to the last flights earlier arrival on Saturday and Sunday and changes to hours of service are underway
570	Paul Fenwick	Submitter states that the airport should be improved to international standard.	There are no plans for Tauranga to become an international airport for several reasons the two main ones being: commercial viability for both the airport and an airline; and secondly the biosecurity risk to our horticulture industry. Four of the five regional airports that have commenced international operations no longer operate internationally due to commercial viability issues for both the airport and airline.

BAY VENUES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
833	Mike Fitzharris	Submitter suggests better maintenance of Mercury Baypark Stadium.	In May 2023, Council agreed to fund depreciation on the Mercury Baypark Stadium. This means there is funding built into the draft Long-term Plan to refurbish and replace assets in stages throughout the stadium, over the 10-year period. The stadium itself is used predominantly for speedway, which mostly precludes it currently being used for other sports/events, therefore LTP funding precluded areas of the stadium that are Speedway specific, while work is undertaken to understand the future use of the Stadium.

BUILDING SERVICES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
667	Christina Robinson	Submitter suggests extending the private pool inspection period to 10 years.	The frequency of swimming pool inspections is set at not less than three yearly by section162D of the Building Act 2004. This cannot be changed by Council.
1493	Matt Cowley – Tauranga Business Chamber	The submitter comments on improvements in processing times and increased levels of service.	Thank you for acknowledging the hard work completed to date. We will continue to improve, and to advocate for improvement, across our Regulatory functions particularly noting the likely market changes in the coming years.

COUNCIL CONTROLLED ORGANISATIONS (CCO'S)

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
141	Christine Treacher	Submitter raises suggestions for improving the flow of cruise ship passengers and amenities.	Cruise passenger movements and egress points are dictated by Port of Tauranga. They have said that it is not an option for cruise ship passengers to be bussed out of the Port via the Rata Street entrance. Whilst the plan is reviewed annually, the constant challenge is ensuring that cruise traffic does not interfere with the Port's operational traffic, which would become a serious health and safety issue. At present, the current Traffic Management Plan is the most efficient and least intrusive solution to ensure cruise ship days are safe for residents and visitors alike.

CITY AND INFRASTRUCTURE PLANNING

General

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
931	John Edwards	Submitter suggests supermarket is needed in Ohauti / Maungatapu / Welcome Bay which would reduce traffic in high volume areas.	There is a need for a supermarket in this part of the city. Supermarket operators have been unsuccessfully looking for a suitable site for some time. Council recently investigated whether land in its ownership could be utilised for this purpose but this raises several complex legislative and property matters. The upcoming review of the commercial centres hierarchy and network for the city will provide another opportunity to consider this matter.
Other submissions that align with this theme 674			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
19	Steve Allan	Submitter questions development contribution collection on new housing and what it's being spent on.	Development contributions collected on building consents and subdivision are spent on transport, water, wastewater, community infrastructure and reserves in accordance with the projects set out in the Development Contributions Policy. While there are some transport projects funded through development contribution charges, much of the strategic transport network is the State Highway network which is the responsibility of the government via New Zealand Transport Agency - Waka Kotahi. This includes projects to upgrade State Highway 29 at Tauriko and Hewletts Road.
650	Susan Hardgrave	Submitter suggests less intensification of residential areas.	Contrary to the view that intensification leads to more traffic congestion, our transport modelling and general experience in New Zealand and overseas shows that more intensification will lead to lower levels of

11

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			congestion when compared with managing growth primarily through expanding the city outwards.
960	Grant McDonald	Submitter suggests reducing rural residential sections within the city boundaries to create more revenue for Council through rates	The redevelopment of rural residential properties can be quite challenging. Most of these properties are covered by private covenants that prevent further subdivision and dwellings. These covenants are outside of Council's control.
996	Dwayne Roper	Tauranga should be getting more infrastructure funding from Wellington (central government).	In recent years Council has been successful in obtaining substantial funding from the government through the Housing Infrastructure Fund, the Shovel Ready programme, and the Infrastructure Acceleration Fund as well as successfully implementing the new Infrastructure Funding and Financing tool. The incoming coalition government have also indicated as part of their infrastructure for the future policy that they will be looking to partner with local government on "city deals" to create a long-term pipeline of regional projects with long term funding commitments in place from both central and local government. Council has begun work on identifying priority projects and are now in early discussions with the new government. Despite all of this, currently infrastructure funding remains insufficient for Council infrastructure and for the necessary direct government investment in the city (particularly in the State Highway network). This is the subject of ongoing discussion with the new government and a range of government departments.
1164	Diane Goldsack	Submitter suggests commercial and industrial development in suburbs.	Enabling people to access shops, jobs, schools and other amenities is a focus of our planning and investment approach and is supported. This is a focus of our master planning of new greenfield areas like Tauriko West and Te Tumu. We are also commencing review work on the existing commercial and industrial areas within the existing city.
1257	Nisha Morais	Submitter is concerned about transfer of costs for future development.	The financial cost of providing for growth is high. Traditionally Council has sought that these costs are funded by developers rather than by the wider community. Council has been reasonably successful with this approach, but some costs have fallen to ratepayers due to the inadequacy of existing

12

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>funding tools available to Council. In addition, the existing community has felt the effects of growth in other ways, for example through traffic congestion increasing.</p> <p>Council is looking to minimise the financial burden of growth that falls on ratepayers in future by maximising direct developer funding and delivery of growth-related infrastructure, implementing new funding tools, seeking further Crown investment and advocating for further reform of funding options.</p>
1257	Nisha Morais	Submitter provides suggestions for transport infrastructure and public transport, and for moving container storage areas further inland.	<p>We acknowledge your comments and views on the growth management, but we do not consider there is a need for these plans to be rethought or reconsidered through further public consultation processes.</p> <p>Council is committed to both growth through intensification and development of the western corridor. The pace of growth in these areas will be determined by several factors including the rate of population growth and the take up of intensification opportunities by house builders. Nonetheless, the large-scale development opportunity in the western corridor is one that would take more than 30 years to complete, possibly much longer.</p> <p>Public engagement and consultation on the western corridor opportunity has occurred through both the SmartGrowth Strategy and the Western Corridor Specified Development Project processes.</p>
1377	Robert Paterson	Submitter opposes use of golf and racecourse land for housing.	<p>The outcome of the Greerton Maarawaewae Study into the future of the Tauranga Racecourse and Golf Course site is to retain the site as greenspace subject to the outcome of the Te Whatu Ora business case in respect of a potential new hospital for the city. The development of housing on the site has been discounted as an option. (For further information refer to Council's website https://letstalk.tauranga.govt.nz/projects/the-greerton-maarawaewae-study)</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1493	Matt Cowley – Tauranga Business Chamber	The Tauranga Business Chamber think Council should prioritise infrastructure to enable new housing and transport infrastructure for a likely housing peak in 2-4 years.	Tauranga housing and infrastructure deficits are acknowledged, and the Long-term Plan provides significant investment to unlock housing opportunities in a number of areas including Tauriko West and Te Papa. Rates and debt constraints mean that Council has limitations in its ability to include all necessary infrastructure to support growth in its Long-term Plan. To address this, we are working closely with the government on improving existing funding tools, and advocating the need for new funding tools and for the provision of additional direct Crown investment into the city.
1502	Carole Gordon	Submitter suggests that the Long-term Plan can better serve the community by limiting the growth agenda.	In respect of limiting growth this is not an option available to Council given requirements to provide for growth under the National Policy Statement for Urban Development. Furthermore, given Tauranga's attractiveness, attempts to constrain or limit growth may create greater issues for the community. For instance, they could put significant further upward pressure on already very unaffordable house prices. Council is placing significant focus and investment on enabling residential intensification, particularly in the Te Papa urban transformation corridor. Future greenfield urban growth areas will also have higher densities than in the past and will have liveability elements such as walking and cycling, public transport accessibility and recreational opportunities.
1507	Libby Gosling – Classic Builders Tauranga	Classic Group wishes to provide strong support for the plan for growth in west to bring Tauriko West online.	The Long-term Plan provides for investment in infrastructure required to enable development to commence in Tauriko West.
1510	Julie Andrews	Submitter notes that council is working with Kainga Ora but says there seems little chance that the planned increase in housing in the Western corridor or other developments will provide any solutions affordability-wise.	In respect of housing in the western corridor, Kāinga Ora is a key landowner, and their development plans include a significant amount of both social and affordable housing. Price points for this housing are not available at this stage.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1511	Glen Growther – Sustainable BOP	Submitter thinks the economic growth model that Council has been pushing is broken. Also references Smartgrowth and Council's Growth Plans.	We acknowledge your comments and views on the growth management but disagree with your criticisms and the need for these plans to be rethought or reconsidered through further public consultation processes. Council is committed to both growth through intensification and development of the western corridor. The pace of growth in these areas will be determined by several factors including the rate of population growth and the take up of intensification opportunities by house builders. Nonetheless, the large scale development opportunity in the western corridor is one that would take more the 30 years to complete, possible much longer. Public engagement and consultation on the western corridor opportunity has occurred through both the SmartGrowth Strategy and the Western Corridor Specified Development Project processes.
1519	Katy McGinty – Western Bay of Plenty District Council	Council strongly supports the collaborative work between Council, WBOPDC and the other partners to deliver the SmartGrowth Strategy, and looks forward to continuing to work together on preparation of the implementation and funding plan.	Your support for the collaborative effort on the SmartGrowth Strategy is noted, welcomed and shared.
1532	Nathan York – Bluehaven Group	Submitter wants Council to undertake a up to date risk assessment on Te Papa Intensification.	Through the Plan Change 33 process an updated development capacity assessment was undertaken in 2023 around the delivery of intensification. This work was undertaken by external consultants and reconfirmed the intensification projections that Council is working to, including in Te Papa. The expectation is that the majority of intensification will be delivered (at least for the first one to two decades) through smaller scale developments, for example duplexes and two-storied terraced housing). This is consistent with what we are currently seeing happen on the ground.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1532	Nathan York – Bluehaven Group	Submitter wants Council to prioritise Te Tumu over all other growth options.	Council has funding in the Long-term Plan to secure infrastructure corridors through Tumu Kaituna 14 Trust land and is actively working with the Tumu Kaituna 14 Trust to secure these corridors. The construction of the roads and other infrastructure in these corridors is the responsibility of the developers / landowners in Te Tumu and is not provided for in the Long-term Plan.
1535	Jennifer Tepaea	Submitter suggests spatial planning of Mount industrial area, to relocate the airport and move Hewletts Road for alignment with safety improvements.	The safety of all road users, and particularly vulnerable users like cyclists and pedestrians, is of huge importance and is a significant focus of our transport budget. The tragic circumstances your whanau had to deal with last year have also had a very significant impact on the whole community, as evidenced by the strong advocacy provided by hapu, schools and many residents seeking safety improvements at the level crossing where the accident occurred. While responsibility for the crossing rested with KiwiRail and NZTA Waka Kotahi, Council is a stakeholder too and like you, we deeply regret that it has taken a tragedy like this to raise awareness of the need for improvements. Significant work has been undertaken throughout the city to improve cyclist safety, including the construction of cycle lanes along Totara Street, and other similar initiatives are planned in the wider area you are concerned about. Current NZTA-led transport planning for the Hewletts Rd / Mount industrial area includes a particular focus on the needs of pedestrians and cyclists and ensuring they can use the roads in this area more safely, including options to separate them from the main traffic flows. We note your suggestion that the airport be moved so that a new road could be constructed providing an alternative link into this area. That possibility is not part of our current transport planning and from a practical perspective, would present difficulties which would be extremely difficult to overcome.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1650	Nigel Tutt – Western Bay of Plenty Infrastructure Forum	Believes that the LTP has not accommodated for year on year population growth and industry growth. Due to lack of available land.	The city's infrastructure deficit is acknowledged. The long-term plan and the infrastructure investment contained within it is part of the solution, but infrastructure needs are beyond those affordable to Council and its community. Council is engaging with the government on these matters including the need to improve existing funding tools, introduce new funding tools and the requirement for additional direct Crown investment in the city. Cooperation with others like the Western Bay of Plenty Infrastructure Forum will be an important component in addressing these matters.
1662	Tui Henry – Ngai Tukairangi Hapu Trust and Others	Submitter requests that a certain number of homes are allocated that are affordable to whānau.	The affordability of housing is a significant issue affecting many parts of our community, especially Māori. Council has a significant role in the provision of housing but is not a house builder and is not able to allocate housing to specific groups or determine housing price points. Council does however actively support the delivery of papakainga through initiatives such as development contribution rebates, targeted infrastructure investment and ensuring our City Plan provisions provide appropriate housing development opportunities on Māori land. Rates are charged to fund Council expenditure on services and infrastructure. Council aims to set rates and user fees in a way that is fair and affordable within the community. There is also an opportunity for low-income households to apply for a rebate which is funded by central government and administered through Council.

City Planning

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1544	Aaron Collier – Urban Task Force	Submitter suggests increased council engagement with the Crown on its planned role in infrastructure funding. Submitter suggests exploring investing GST revenue from new house sales in new urban growth areas with the Government.	Significant engagement is underway between Council and the government on funding requirements for the city's infrastructure needs, this includes how existing funding tools could be improved and the need for new funding sources in addition to this.

Structure Planning

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
43	Elizabeth Hunter	Submitter has questions and comments about planning for public amenities - health and education.	Healthcare, like hospitals, and educational facilities, like secondary schools, are predominantly provided and funded by central government or the private sector rather than Council. That said, Council works with central government including through the SmartGrowth partnership to encourage the provision of new healthcare and schooling facilities to support the development and growth of the city. The outcomes of the Greerton Maarawaewae Study led by Council specifically provide for consideration of a new and relocated hospital on the Tauranga Racecourse site.
36	Anita Greenside	Submitter would like to know more about the issues with rezoning Te Tumu and why they are not being addressed.	Planning for growth and development of Te Tumu continues. This includes structure planning and rezoning processes, as well planning and design of infrastructure and securing land required for infrastructure. However, the timing of housing development commencing within Te Tumu could be significantly delayed due to Council's wider financial constraints that impact the timing of infrastructure investment. Rezoning of land to support urban development within Te Tumu is complex and requires careful consideration of a range of matters. These relate to securing infrastructure corridors across Māori land, the wider views of

18

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			Tangata Whenua on the scale and appropriateness of urban development, and the impacts of government freshwater and indigenous biodiversity policy on urban development and associated infrastructure delivery. For further information on Te Tumu refer to our website https://letstalk.tauranga.govt.nz/projects/new-community-te-tumu
1196	Whiti McLeod	Submitter suggests that new infrastructure projects take Māori land into account.	Council is working actively with the Māori Land Trusts in the Kaitemako area (and their representatives) to understand the development opportunities in this area and what is required to realise these opportunities, including infrastructure investment. This is also occurring in respect of a number of other papakainga opportunities across the City. Council is working with Māori Land Trusts in the Te Tumu area. Council acknowledges the points the submitter has made and note it is a matter for continued further consideration as Council works with hapu and land trusts including through Smart Growth Partnership to support papakianga housing.
1650	Nigel Tutt – Western Bay of Plenty Infrastructure Forum	Submitter supports the focus on housing but would also like to see more provision for industrial/commercial land. Submitter wants to see more urgency in housing shortfall.	We acknowledge the points made regarding the focus on enabling housing and being strongly in favour of the provision of land for industrial / commercial purposes. We note that the long-term plan includes investment to support increased housing and commercial / industrial land and development including in the eastern (e.g. at Wairakei Town Centre), central (e.g. in the City Centre and Te Papa Peninsula) and western (e.g. at Tauriko) corridors. This investment includes projects to continue to progress the planning for new growth areas in the medium term and for the delivery of infrastructure and community facilities to enable new growth areas and intensification in the short term.

Transport Planning

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
62	Rose McKeachie	Submitter suggests developing the train network as public transport, or using water taxis, and suggests looking at cities like Wellington for transport ideas.	<p>In response to your question of passenger rail (Te Puke to Papamoa and Ōmokoroa), the recent sub-regionally focussed spatial planning process, known as the Urban Form & Transport Initiative (UFTI), considered the role of local passenger rail and freight movement. While the work supported local sub-regional commuter rail as a future option it did not foresee it as a viable alternative in the next few decades. This decision was based on the implementation cost and need for major land use change to support a passenger rail system, i.e. greater densities around (potential future) stations and more compact employment. In the shorter to medium term there was also concern that commuter rail would displace freight rail and in doing so place a significant increase of truck movements on to roads.</p> <p>Work completed looking into rail services for Tauranga noted that:</p> <ul style="list-style-type: none"> • Passenger rail services will require significant capital costs (e.g. park and ride, station facilities (buildings, platforms) and track facilities (signals, level crossing) and the investigation and planning of these needs to be undertaken. • Passenger rail requires high populations and high population densities to be a viable option. <p>Tauranga, in terms of population size and density, is currently well below thresholds required.</p> <p>Bay of Plenty Regional Council has considered and concluded that it is not feasible to commence a major ferry service.</p> <p>While a major ferry service has been determined as not viable, work is commencing on the option of a simple ferry commuter service between Mt Maunganui and the City Centre.</p>
Other submissions that align with this theme 40, 54, 73, 78, 101, 109, 113, 125, 130, 155, 214, 301, 322, 380, 418, 438, 466, 468, 469, 489, 512, 516, 531, 534, 585, 622, 670, 673, 681, 686, 796, 848, 879, 993, 1200, 1246, 1325, 1334, 1510, 1575			

20

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
29	Isabella Wharry	Submitter feels that plans for public transport are not adequate in the LTP.	<p>There is significant investment planned for public transport by both Tauranga City Council in terms of public transport infrastructure and Bay of Plenty Regional Council (BOPRC) in terms of bus services. The level of investment has been informed by various studies which consider growth of the city, how the transport network functions, public transport route options and required public transport infrastructure.</p> <p>The work completed highlights the need for a frequent, reliable, safe public transport system within and between centres. They will also enable the public transport investment requirements to fit together and provide complementary benefits.</p> <p>BOPRC is planning an 'On demand PT trial' to begin early in 2024. This service will improve access to Public Transport in areas that are more difficult to serve with a traditional fixed route bus service. The trial is likely to cover southern Tauranga suburbs from Greerton to Pyes Pa etc. BOPRC will monitor the trial and decide if on demand services should be implemented in other areas subsequently.</p>
Other submissions that align with this theme 266, 376, 444, 645			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
18	Christine Bougen	Submitter is not happy with the transport planning and feels it's too cycling and bus focused.	<p>Significant work has been completed to understand the current and future pressures on the transport network and to determine the investment needed to improve the experiences of users. This includes a programmed investment in key corridors, across all modes, to meet the needs of existing and new communities, commercial businesses and the Port of Tauranga through the strategy with other partners and the councils in the sub region to determine the programme for integrated land use and transport investment (known as the Urban Form & Transport Initiative - UFTI).</p>

21

2024-2034 LTP - Responses to other topics

			We don't have the funding or physical space to repeatedly 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. Where appropriate, council and NZTA Waka Kotahi will still invest in new roads, but this investment will aim to deliver a balanced multi-modal transport network providing people with a range of transport choices to help them move as easily as possible around the city.
Other submissions that align with this theme 384, 641, 707, 742			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
40	Graham King	Submitter would like to see car sharing lanes, and better collaboration with BOPRC on public transport projects like Hamilton.	<p>We have considered the submitter's car sharing lanes under the broader banner of managed lanes (i.e. T2, T3 etc). A managed lane study for the Western Bay of Plenty region is currently underway, with initial recommendations expected in mid-2024. This is to supplement the broader Public Transport Services and Infrastructure business case, which Bay of Plenty Regional Council is leading, to further define the indicative public transport network and infrastructure required to service the Western Bay of Plenty sub-region.</p> <p>A network response is required to understand where managed lanes (being T2, T3, Bus, Freight lanes – including a combination of modes) would have network benefits, without significantly adversely affecting overall network performance. The study will assess where managed lanes could provide for the greatest number of users, how it could improve travel time for buses, and include a hierarchy of users. It will do so by avoiding significant impact on other users.</p> <p>Once proposed network changes have been drafted through the PT Services & Infrastructure business case and managed lanes study, community engagement on the proposals will be undertaken and submissions from the public will be considered.</p>

22

2024-2034 LTP - Responses to other topics

			In response to rail as a public transport service, the recent sub-regionally focussed spatial planning process, known as the Urban Form & Transport Initiative (UFTI), considered the role of local passenger rail and freight movement. While the work supported local sub-regional commuter rail as a future option it did not foresee it as a viable alternative in the next few decades. This decision was based on the implementation cost and need for major land use change to support a passenger rail system, i.e. greater densities around (potential future) stations and more compact employment. In the shorter to medium term there was also concern that commuter rail would displace freight rail and in doing so place a significant increase of truck movements on to roads.
Other submissions that align with this theme 110, 403, 1288, 1510			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
215	Tom Crane	Submitter suggesting more car lanes need to be planned for less congestion.	Significant work has been completed to understand the current and future pressures on the transport network and to determine the investment needed to improve the experiences of users. This includes a programmed investment in key corridors, across all modes, to meet the needs of existing and new communities, commercial businesses and the Port of Tauranga. We don't have the funding or physical space to repeatedly 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. Where appropriate, council and the NZ Transport Agency will still invest in new roads but this investment will aim to deliver a balanced multi-modal transport network providing people with a range of transport choices to help them move as easily as possible around the city.
Other submissions that align with this theme 1387			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1246	Ben Cain	Submitter suggests park and ride locations.	<p>Regarding Park n Ride, Tauranga City Council adopted its Parking Strategy in 2021, which includes some key factors that are required for a successful Park and Ride;</p> <ul style="list-style-type: none"> a) A cost advantage for users where the cost of a two-way bus ticket is attractively lower than the cost of driving and parking in the CBD. b) Traffic congestion on CBD routes and bus priority that provides bus users a travel time advantage. c) Frequent public transport services that minimise delay for car – bus transfers (e.g. 10-15 min headway). d) Close proximity to arterial routes so the site is convenient to access for car drivers and bus uses. <p>Due to a lack of parking pricing or relatively low parking prices in most of Tauranga's centres, park and rides currently don't deliver on these objectives. Potential sites for Park and Rides are however being investigated through the PT Services and Infrastructure Business Case. This work is expected to be completed in 2024 and will be consulted upon accordingly.</p> <p>Currently in business case stage is a trial short-term Park and Ride Facility and service, which will run as a trial for 2 years from a site in Tara Rd in Papamoa. The aim of the trial is to reduce single occupancy vehicles traveling from East of Tauranga (e.g. Pāpāmoa, Te Puke, Paengaroa) to Tauranga CBD, as well as serving as a test case for other future, more permanent, park and ride sites in the sub-region.</p>
Other submissions that align with this theme			

1510

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
44	Petra Savicova	Submitter wants better investment in roading infrastructure to and from the port. Submitter also suggests RUC discounts for truck companies if they will operate overnight and higher RUC during peak hours.	<p>Council has strategies with other partners and the councils in the sub region to determine the priority of investment in the transport network. This work has identified that it is very important to support access to the Port of Tauranga and enable movement of goods. Currently, there are two key projects in planning phase; SH29 upgrade and Connecting Mount Maunganui (Hewletts Road sub-area) which will improve transport corridors to and from port.</p> <p>In response to the comment regarding Road User Charges (RUC) discounts to trucks operating during night and off peak times, RUCs are set by central government and Council therefore has no ability to influence this.</p>
133	Aleisha Schofield	Suggesting the use of water taxis to help reduce congestion as we are surrounded by water.	<p>With respect to your suggestion to use water taxis in Tauranga this is something that private operators could chose to do. A ferry service has been considered and the conclusions of that work was:</p> <ul style="list-style-type: none"> • There are significant cost barriers to ferries, including significant capital investment in vessels and infrastructure, for areas where the level of growth is unlikely to justify such investment for a mode that is only useful to travel to a single destination. • In the short to medium term, it would seem prudent to continue the work already underway to make best use of the existing bus based public transport network supported by appropriate levels of priority and infrastructure. • The option of future ferry services should be preserved, with the ongoing monitoring of appropriate triggers for the viability of implementing a ferry service.

25

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			While a major ferry service has been determined as not viable, work is commencing on the option of a simple ferry commuter service between Mt Maunganui and the City Centre.
315	Tommy Forrest	Submitter suggests that Council should investigate a Gondola.	Gondolas as a form of transport have been suggested previously and it is not considered a suitable option for Tauranga. Gondolas as described in the submission would deliver a 'point-to-point' public transport service, similar to ferries or trains with only a few key stations. This means such systems can't pick up passengers along the way, and therefore require very high numbers of residents/employment living/working near every station. Similar to a ferry or train network, for it work, it would need to be linked with a high-quality bus network, being used as a 'feeder' bus network. The same logic applies to the passenger rail study undertaken through UFTI. The UFTI programme assessed such forms of public transport, but a high-quality bus network would be required even if a train, ferry or gondola system would be in place. At the same time bus infrastructure (such as bus lanes) allows the bus network to also provide fast journeys not just point-to-point but for everyone along the way, requiring much lower up-front capital costs and operating costs, and therefore providing an affordable form of public transport for a city the size of Tauranga. Tauranga doesn't have just one key centre of employment, it has numerous places of employment, hence a large 'point to point' system doesn't suit well. That's why Council are working together with BOPRC and Waka Kotahi NZTA on the Public Transport Services and Infrastructure business case to improve the bus services as well as the required infrastructure such as bus lanes. Current projects such as the Tauriko Network Connections Business Case (SH29A), Cameron Road Upgrades and the Connecting Mount Maunganui (Hewletts Road) business cases include high quality bus infrastructure to make bus journeys faster

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>and more reliable, both 'point to point' as well as passengers along the way.</p> <p>For comparison, BOPRC recently undertook a ferry feasibility study, suggesting fleet and associated infrastructure would require an investment in the order of \$87m, and if successful in attracting very high number of passengers, the full users fees could vary between \$20 and \$400, depending on uptake. Council query the suggested estimated investment of \$525m given a gondola in London built in 2011 did cost GBP 60m, i.e. NZ\$120m for approx. 1 km (not accounting for inflation). This suggests that a 12-24km gondola system would cost at least \$1.5b, that's an investment 17 times the cost of enabling ferries. Assuming a similar estimated number of customers as the ferries, the user fees are likely to be above \$100 per journey, or requiring significant subsidy from rate payers, which is unlikely to provide an attractive option for our residents.</p>
543	Luke Dwyer	Submitter suggests flow control for Tauriko roundabout. Submitter suggests introducing more bus services and incentives for parents to send their children to school on buses instead of dropping them off.	<p>Note that work is underway to improve the roading network in this area. The Tauriko West Enabling Works will upgrade the SH29 intersection with Redwood Lane/Kaweroa Drive, Cambridge Road. A new intersection will be developed to provide access to Tauriko West. More information about this project can be found here: https://www.nzta.govt.nz/projects/tauriko-network-plan/tauriko-enabling-works/ This project will provide a second access directly off SH29 into the Tauriko Business Estate connecting to Kaweroa Drive, this will reduce pressure on the roading network further to the north. Waka Kotahi NZTA also have long-term plans to upgrade the Barkes Corner intersection, the Takitimu Drive intersection, SH29 and SH29A. The business case was recently endorsed by the Waka Kotahi NZTA board, however no decisions have been made whether the proposed works will receive funding and when works</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			could start. More information about this project is available here: https://www.nzta.govt.nz/projects/tauriko-network-plan/ Council is working with the Bay of Plenty Regional Council to improve the bus network. This work is currently underway and is called the 'Public Transport Services and Infrastructure Business Case'. This document once completed will provide a blueprint for future improvements to the bus network, including development of bus priority schemes. In terms of more recent changes, the Bay of Plenty Regional Council has prepared its 'Bus Network Refresh' programme, which has led to improvements for many bus travellers. More information can be found here: https://www.participate.boprc.govt.nz/busrefresh
742	Nigel Busbridge	Submitter suggests more bus lanes, tolls for trucks, and more bridges to alleviate congestion.	In response to your suggestion about a new bridge crossing, we note the Western Bay of Plenty Transport System Plan (TSP), on page 18, includes a possibility of a new harbour crossing capacity, in particular for public transport and cycling, potentially combined with a future renewal of the railway bridge. The project's aim in the long-term would be to investigate new cycle and bus connections from the Tauranga CBD toward Arataki, to make it faster and safer to travel by bike and bus and slow the growth of traffic volumes. However, there are no current plans, timelines or funding committed for investigations at present. Whilst the idea of a toll for trucks would enable for high users of the roads to contribute more. The technology and administration along with current legislative barriers for this makes it prohibitive at present to progress any further at this stage.
805	Ernst Visser	Submitter notes that multiple lanes converging into single lanes is a recipe for disaster. Submitter notes that Taking away motor lanes turning them into cycleways is causing congestion. Suggests needs to look	We note your comments about tapering from two lanes to one lane. This is a common practice near intersections, as it enables the intersections to operate more efficiently compared to one lane in each direction. Intersections are typically the biggest constraint in the roading network, and improving traffic flow at intersections

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		at redesign and upgrade of main arterial roads better to help reduce congestion.	therefore has a significant effect on capacity. Whilst continuous double lanes would provide for more capacity, there often isn't sufficient space to do so. In response to your comment about new cycleways and footpaths, in most projects new cycleways and footpaths are delivered on the berms and as such have limited effect on the capacity for vehicles. The upgraded Cameron Road for example still provides for two lanes of general traffic in each direction. Both national and international evidence tells us that providing attractive and safe infrastructure for alternative modes of transport is the biggest key to reduce congestion. Not all trips are suitable or possible by bus, bike or by foot, however even a minor uptake will have significant impact in reducing congestion levels. Council has a strategy with other partners and the councils in the sub region to determine the programme for integrated land use and transport investment (known as the Urban Form & Transport Initiative - UFTI). There are quite a few projects planned. For example, projects such as the 15th Avenue-Welcome Bay Project, the Connecting Mount Maunganui project and the Tauriko Network Connections project all propose to both increase roading capacity as well as planning for other modes of transport.
893	Brigid McDonald	Submitter supports funding for Welcome Bay to 15th Ave improvements, and strongly supports improved bus flow via more bus lanes. Submitter requests further works to provide more separated/safe cycling routes from the eastern side of urban Welcome Bay (Ranginui, Waikite Rd) to the CBD.	In response to your comment about Welcome Bay Road, we note that the scope of the 'Connecting the people: Fifteenth Avenue to Welcome Bay' business case has recently been expanded to include the section you're referring to, up to the TCC-WBOPDC boundary. Please find more information about this project here: https://letstalk.tauranga.govt.nz/projects/connecting-the-people-fifteenth-avenue-to-welcome-bay
942	Alan Ridley	Submitter suggests the need for more parking on the outskirts of the city with free	We note your comment about the parking buildings in the CBD. We wish to clarify that council staff do not receive free car parking. The only vehicles stored in the city centre are the council fleet.

29

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		or low cost public transport into city centre and Mount Maunganui.	<p>We also note your suggestion for council to build more parking buildings at the outskirts of the city centre and the Mount. Council has considered how best to manage the transport system including parking supply and pricing. The approach to parking is contained in the Tauranga Parking Strategy Please see further details here https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips/tauranga-parking-strategy.</p> <p>The key element of the Parking Strategy is the need to manage supply and demand to an 85% occupancy. This is important, as when parking is not managed well and leading to a close to 100% occupancy, visitors will have severe difficulties to find a free space, impacting on the attractiveness of a centre, leading to drivers circulating sometimes for a long time in the hope to find a space. To give effect to the Parking Strategy, it is anticipated that over time all of Tauranga's centres will have a Parking Management Plan, providing a detailed plan for how the supply and demand of car parking in a specific area can be best managed.</p>
993	Nitin Bindal	Submitter suggests reducing the cost of parking in parking buildings.	We note your comment about the difference in parking fees for building versus on-street. This is acknowledged, and parking buildings already provide a lower price for all-day parking than on-street. Council is in the process of further investigating how parking building pricing can be made more attractive to encourage using those versus the on-street parking spaces.
1200	Guy Wilkins	Submitter suggests a road through Omanu golf course.	In response to your comment about a potential new road connecting from SH2 via the Omanu Golf Course to the Harbour Bridge via airport land, please note that this land is currently zoned as reserve and therefore has certain development restrictions placed on it. Please also note the following relevant projects that provide some context to plans in this area to support landform and movement:

30

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>- Mount to Arataki Spatial Plan: https://letstalk.tauranga.govt.nz/projects/mount-to-arataki-spatial-plan</p> <p>- Connecting Mount Manganui (NZTA business case to consider options to improve Hewletts Road): https://www.nzta.govt.nz/projects/connecting-mount-maunganui/ "</p>
1271	Maree Quill	Submitter suggests double lanes on all major roads.	<p>In response to your comments about double laning and future city planning, we note the following. Tauranga has indeed seen significant growth over the last few decades, although this isn't unique to Tauranga. Over the last 40-50 years, Tauranga has primarily been planned around the private vehicle, and as a result, many people choose to drive in this city with Tauranga becoming one of the most car dependant cities in New Zealand. This had led to congested roads, primarily in the peak hours.</p> <p>There are no examples globally of cities that have been able to eliminate congestion by building more roads and providing more roading capacity in the long term. New roads may provide some temporary relief to congestion, however over time, drivers (new or time shifted) quickly fill up this new road capacity, particularly at peak hours. This concept is referred to as 'induced demand'. Effective methods to reduce congestion include investment in mode shift to walking, cycling and public transport as well as pricing. The Urban Form and Transport Initiative (UFTI) Recommended Programme, endorsed by the SmartGrowth Partners, is the key document that provides the future planning for the region, and is based on the development of high quality alternative modes of transport. The region, in particular Waka Kotahi NZTA and TCC are currently investing significantly in infrastructure, comprising of numerous projects that are catering for all modes of transport. The Transport System Plan (TSP)</p>

31

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			provides an overview of all infrastructure projects in the region to ensure we're futureproofing the city for further urban growth: https://www.tauranga.govt.nz/Portals/0/data/future/growth/files/transport-system-plan-executive-summary.pdf
1288	Georgia Brill	Submitter suggests a route/bridge from Matapihi to the city centre.	In response to your suggestion about a new bridge crossing, we note the Western Bay of Plenty Transport System Plan (TSP), on page 18, includes a possibility of a new harbour crossing capacity, in particular for public transport and cycling, potentially combined with a future renewal of the railway bridge. The project's aim in the long-term would be to investigate new cycle and bus connections from the Tauranga CBD toward Arataki, to make it faster and safer to travel by bike and bus and slow the growth of traffic volumes. However, there are no current plans, timelines or funding committed for investigations at present.
1510	Julie Andrews	Submitter makes comments on the Urban Form and Transport Initiative (UFTI) and transport funding.	In terms of the comments regarding UFTI/Transport Plan needing review, the Western Bay of Plenty Transport System Plan (TSP) was developed to prioritise transport investment and optimise the sequencing of delivery of the transport interventions included in UFTI. The TSP uses current and estimated future levels of service to help identify the priority order for the transport projects to deliver the multi-modal transport system set out in UFTI. In June 2023, TSP transport partners, which includes Waka Kotahi (NZTA), Bay of Plenty Regional Council (BOPRC), Tauranga City Council (TCC), and Western Bay of Plenty District Council (WBOPDC), developed TSP refresh or version two. TSP refresh was an important step that will enable the WBOP sub-region to continue to progress the integrated transport and urban form vision and recommendations set forth earlier. In terms of public transport, The Bay of Plenty Regional Council (BOPRC) has completed 'Western Bay of Plenty Public Transport Reference Case'. The reference case establishes the preferred

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			high-level Public Transport network structure for the future and identifies concept-level bus route alignments, frequencies, and supporting interchange infrastructure requirements. Building on this work, BOPRC is also leading Public Transport Services and Infrastructure Business Case, which is to further define the indicative public transport network and infrastructure required to service the Western Bay of Plenty sub-region. The above partnership and planning studies highlight the need for a frequent, reliable, safe public transport system within and between centres. They will also enable the public transport investment requirements to fit together and provide complimentary benefits.
1565	Olive McVicker	Submitter highlights the importance of strategic alignment between TCC and BOPRC to deliver effective public transport and outlines a range of collaborative initiatives that will achieve public transport investment initiatives.	We acknowledge the importance of strong and productive relationship between BOPRC and the Council that aims to deliver the best outcomes for the respective communities. We agree that there has been a good collaboration between BOPRC and the Council on a range of focus areas and projects, and we propose to continue this collaboration moving forward.
1650	Nigel Tutt Western Bay of Plenty Infrastructure Forum	Submitter supports the 1.4b investment in the transport network aligned with TSP but notes other projects don't have firm funding.	We acknowledge and thank you for your comprehensive submission. Your support for Infrastructure planning, prioritisation and delivery to support and enable growth are noted, along with your support for exploring funding and financing options and alternative concepts such as exploring road pricing.

Urban Communities

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
44	Petra Savicova	Submitter suggests building more apartments in the city centre which include one space for the resident and other parking spaces available for lease.	The city centre and surrounding area has provided for apartment buildings for some time and through Plan Change 33 to the Tauranga City Plan we are providing greater opportunity for this type of development. Council itself does not deliver housing, that is the remit of the private sector, Kainga Ora and community housing providers. Council investment in the city centre will make it a more desirable place to reside which should stimulate interest in city centre apartment building developments. With regard to parking, central government has mandated that councils throughout the country can not require on site parking to be provided with developments. This mandate has been in place for several years and Council has had developers choosing in places to still supply on-site parking. As redevelopment is undertaken in the city centre area Council will continue to work with developers to encourage on-site parking provision be included as part of their developments.
Other submissions that align with this theme 57			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
287	William Dyck	Submitter is concerned about air quality in Mount Maunganui.	Council is committed to improving air quality outcomes in the Mount area. The Mount Industrial Planning Study was presented to the Strategy, Finance and Risk committee on 4 Dec 2023. The committee endorsed the following vision for the Industrial area: "An economically productive, healthy and connected industrial area that fits with the surrounding environment and communities". In addition, the committee recognised that achieving the vision will require partnership with Bay of Plenty Regional Council – Toi Moana, mana whenua and stakeholders; endorsed key interventions for consideration through the Mount to Arataki Spatial Plan; and approved land use policy interventions for consideration through the Tauranga City Plan (Industrial and Commercial zoning review), to introduce controls to regulate future industrial land use activities adjacent to sensitive land uses in proximity to Whareroa, and Newton Street and MacDonald Streets. Council will continue to work with its partners to implement the above outcomes.
Other submissions that align with this theme 475, 531			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
893	Brigid McDonald	Suggesting Council look at planning for growth in other areas.	In partnership with SmartGrowth, Council has established a connected centres approach throughout the sub-region, providing for growth around centres and in the areas that can best support density. This is in line with direction from the government to provide for density around centres and will see a significant proportion of future growth provided for in existing urban areas. This approach is supported by Council's spatial planning for Te Papa, Otumoetai and the Mount to Arataki, as well as Plan Change 33. It is notable however, that even with intensification of existing areas over time, we still will not have enough houses to meet demand in the short, medium and longer term. As such, greenfield areas remain critical to providing housing to meet future needs of the community. Ongoing planning for Te Tumu will consider impacts of climate change and natural hazards, with planning of urban development minimising any risk.
Other submissions that align with this theme			
894			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
45	Ian Brothers	Submitter suggests making The Mall one way use, due to safety concerns.	The Mount North area is busy with competing uses of the Mall area. Previous projects have considered solutions such as one way vehicle movement, bike lanes and wider footpaths. The Mount to Arataki Spatial Plan is currently under development and considers how the community move about in this whole area. Future actions for interventions to improve the safety of the community in this area are being considered through the spatial plan and broader movement initiatives.
57	Darren A'Court – Dunes Consulting	Suggests should investigate options like a rent to buy scheme.	While Council supports affordable housing delivery and models such as rent to buy, Council is not itself a housing provider nor does it have the fiscal capacity to enter into this market at this time. Council would be happy to support government programmes or private sector initiatives to deliver

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			these outcomes through our functions such as zoning land and funding/providing infrastructure.
109	Kester Insall-Reid	Submitter suggests using land more efficiently, e.g. shared walls, better design and density.	Council has undertaken a process (Plan Change 33) to enable land to be used more efficiently through increased density. Plan Change 33 supports the direction given through the Te Papa Spatial Plan. This spatial planning exercise identified the Te Papa Peninsula as a suitable area for intensification to occur. The plan change enabled heights and density to encourage the private development community to deliver a more intense land use in this central area. This will enable vastly more opportunity for this sort of development. Council does not deliver housing itself, this is the remit of the private sector, Kainga Ora and community housing providers. Council will continue to invest in public realm, movement, infrastructure, open space and community facilities, to assist in improving the value proposition for future development. Council is also continuing to consider other incentives to encourage development in the city centre. Feedback from the private sector, Kainga Ora and community housing providers is that apartment building development is currently very challenging from a financial perspective, even for parties that are not required to meet standard market returns.
516	Heidi Hughes	Submitter suggests a development agency similar to Eke Panuku in Auckland to regenerate the avenues area and create housing supply.	Council does not have the balance sheet capacity to support rent to buy schemes for housing, nor is it the core role of Council to be involved in the direct provisions of housing. This is more the role of central government who have a range of different housing programmes in place. Council is supporting housing affordability through a number of initiatives including the Housing Equity Fund, providing grants to fund development contribution costs for Papakainga and community housing, and the decision to sell the elder housing portfolio to Kainga Ora. There are current leasehold examples in Tauranga where private developers are delivering new residential housing stock to the market in more affordable and different land ownership models to the traditional freehold title approach.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
852	Barry Brown	Submitter objects to the Mount to Arataki Spatial Plan being treated as complete, and submitter is concerned that council is rushing its planning process unnecessarily. Submitter disagrees with allocating money to Mount Maunganui in the LTP in spite of the incomplete Mount to Arataki Spatial Plan.	The draft Long-term Plan and draft Mount to Arataki Spatial Plan have been prepared over similar timeframes and with coordination across teams, also taking into account the Plan Change 33 process. The Mount to Arataki Spatial Plan provides actions to support future growth anticipated in the area, with the relevant funding provided for in the draft LTP. Preparation for both has included workshops to ensure consistency. Any outcomes of decision making through Plan Change 33, Mount to Arataki Spatial Plan and/or the LTP will be reflected in necessary refinements to other plans.
893	Brigid McDonald	Would like to see planning underway which supports sustainability and biodiversity eg urban forests, green corridors etc.	<p>Council is committed to improving nature and biodiversity. The Nature and Biodiversity Action and Investment Plan helps to deliver on our city vision and the Tauranga Taurikura Environment Strategy. This plan focuses on the Tauranga Taurikura goal to have thriving nature and biodiversity at the heart of our communities. We're working with our mana whenua partners and others to seek new and innovative ways to take action to protect and enhance our natural environment including:</p> <ul style="list-style-type: none"> • Incorporating more tree planting in our designs for roads, stormwater and public areas. • Protecting mature and maturing trees. • Undertaking pest management on council land. • Enhancing how we look after areas in our city that are recognised as being special ecological areas and Significant Natural Areas. • Looking to international best practice to ensure we are enabling nature to flourish throughout the city, including having healthy, diverse, connected and accessible greenspace. <p>The Nature and Biodiversity Action and Investment Plan is available on the Council website https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips/nature-and-biodiversity-action-investment-plan</p>
895	Steven Davies	Welcome Bay needs more improvements and amenity	Ongoing investment is proposed within the Welcome Bay area. This includes potential for new amenities, community hall improvements, cultural

38

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>heritage improvements, and completing the planned improvements to the quality and function of reserves. In addition, improvements to wider network connections such as 15th Ave are under investigation. As growth occurs, Council will continue to monitor community needs and whether further planning is required over and above that identified in the 2017 Welcome Bay and Ohauiti planning study (refer https://www.tauranga.govt.nz/our-future/enabling-growth/welcome-bay-and-ohauiti-planning-study) .</p> <p>Council will also reconsider commercial / retail needs for the suburb as part of the upcoming review of commercial and industrial activities across the city. In addition Council is working with the Ministry of Education of schooling needs and opportunities in this part of the city.</p>
1532	Nathan York – Bluehaven Group	Submitter wants Council to undertake a commercial centres review.	<p>On 4 Dec 2023 Council approved proceeding with the development of a plan change to comprehensively review the commercial and industrial zones and relevant provisions in the City Plan, including the commercial centres network and hierarchy. It is anticipated that this process, including the development of the hierarchy, will include engagement with key stakeholders throughout the process. It is noted that this process will take place during 2024, with any findings influencing future planning and Long-term Plan processes.</p>
1537	Manea David Ngata – Whareroa Marae	Whareroa Marae is suffering from neighbouring industrial uses. Submitter would like more done to slow down traffic, reduce industry, and protect the Marae and Papakainga from flooding, sea rises and tsunami.	<p>On 4 Dec 2023 Council received and endorsed a vision, objectives and key recommendations from the Mount Industrial Planning Study, including making decisions on three policy interventions to support land use management in the Mount industrial area. Key directions agreed included:</p> <ul style="list-style-type: none"> • Proactively managing land use activities to enhance the environmental, cultural and social wellbeing of our community • Recognising the importance of the area to mana whenua • Adopting best practice and innovation • Improving accessibility and movement within and through the area of both people and goods • Promoting opportunities for higher value land uses

39

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<ul style="list-style-type: none"> Delivering the necessary infrastructure to support business growth Considering our response to climate change, technological changes and hazard risks. <p>The Council also endorsed a range of actions for consideration and inclusion in the Mount to Arataki Spatial Plan (proposed to be endorsed March 2024). This included approving the following land use policy interventions for consideration through the Tauranga City Plan, subject to robust analysis and the requirements of Schedule 1 to the Resource Management Act 1991 being met:</p> <ul style="list-style-type: none"> adopting the appropriate zoning to manage existing and future industrial activities, consistent with the National Planning Standards 2019 requirements; introducing controls to regulate future industrial land use activities adjacent to sensitive land uses in proximity to Whareroa and Newton Street and MacDonald Street for the purpose of providing a buffer between heavy industrial and sensitive land uses, and/or requiring any new heavy industrial activities to go through a resource consent process for the use of that land. <p>Council has an adopted principle that it does not protect private land from climate change. The policy documents outlining this position can be found in Council's Coastal Structures Policy and its Landslide Policy.</p> <p>However, the Mount to Arataki Spatial Plan mentioned above does include actions to work with hapu and the Whareroa community to develop a resilience plan for the Marae area, to support future community wellbeing with recognition of impacts from climate change. This action will be supported by the Bay of Plenty Regional Council and central government agencies.</p> <p>The draft Mount to Arataki Spatial Plan also includes specific action seeking to improve safety in relation to the rail corridor.</p>
1662	Tui Henry – Ngāi Tukairangi	Submitter seeks to be engaged on the future of Te Papa.	Council is committed to working in partnership with tangata whenua through the Iwi/Hapu Protocol Agreement and hapu rohe mapping and te

40

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
	Hapu Trust and others		<p>Rangapu Mana Whenua o Tauranga Moana. Council's current processes rely on hapu rohe mapping to identify who should be consulted with on any activities and whether the relevant hapu respond to any invitations and/or participate in any way. We acknowledge we may have missed opportunities to engage in the past and are happy to meet, discuss and work out ways forward.</p> <p>With regards to Te Papa and especially the city centre area it has been acknowledged that this has significant mutual interest as a core hub of activity as Tauranga has developed – therefore these discussions have been taken to te Rangapu for awareness and guidance on hapu involvement. We will continue to educate staff on consultation requirements and work hard to ensure those are met and maintained.</p>
1663	Lorin Waetford - Ngāi Tukairangi Ahu Whenua Trust	Submitter requests as a workstream to come out of the Mount to Arataki Spatial plan, an extensive safety assessment and action plan is added as an additional layer.	<p>The long-term plan includes funding for ongoing rail safety improvements in the Mount to Arataki area, subject to approval through the Regional Land Transport Plan (NZTA Waka Kotahi) process. The draft Mount to Arataki Spatial Plan also includes a specific action to "Work with Kiwirail, Waka Kotahi and the port to investigate opportunities to improve safety and to reduce rail crossing points". This builds on recent improvements and seeks to continue the stakeholder and partner engagement to continue to make improvements. At the present time Council have relied on KiwiRail's network risk assessment model and a detailed Level Crossing Safety Assessments (LCSIA) at each crossing to determine the safety improvements that would occur once funding has been approved. It is envisioned that the focus on safety improvements at various crossing points, and the current upgrade to the Hewletts Road Rail Crossing is an interim solution with a long term solution being looked at by the Connecting Mount Maunganui project (note this is a NZTA Waka Kotahi asset). The Hull Road Rail Crossing is planned to be upgraded along side the Mount Maunganui Skate Park.</p>

CITY EVENTS AND VENUES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
811	Bryce Strong – Tauranga Men's Shed Incorporated	<p>Tauranga Men's Shed has two outstanding requests with Council.</p> <p>(a) Achieving a separate lunchroom isolated from the dust and noise of the workshop. A cost-effective way to achieve this would be to enclose the area at the front of the shed (from the existing sliding doors out to the end of the roof line) and the construction of a new wall to the north and east, along with a large roller door and a smaller personal access door. This would provide a separate area for socialising where we could cater for the number of older men who need social interaction but are unable to use the working shed due to either their mental or physical capabilities. This is an urgent health and safety issue.</p> <p>(b) Sealing the metal yard which is a difficult zone during winter particularly.</p>	<p>(a) request for the lunchroom extension at the men's shed was first brought to the attention of staff in 2021. At that point we prioritised available budget on other urgent works on the building including asbestos cladding removal, recladding, renewals of gutters, down pipes, and drainage. Historic Village staff informed the men's shed management that if there was surplus budget after the completion of this renewal work it could be utilised for a lunchroom extension. The work mentioned above was completed within budget however, there was no surplus therefore the lunchroom extension was not undertaken. There is other priority renewal work required across the village, so all available budget has been tagged for other works.</p> <p>(b) Upgrading the exterior of the village, including a programme of upgrading gravel surfaces to asphalt is important future work at the village. Work has begun on detailed planning, including stormwater design, accessibility, parking and landscaping the village. Once the detailed planning is completed, (estimated this financial year) staff will prioritise available budget and communicate with the Men's shed.</p> <p>In the meantime, staff remain committed to maintain the gravel surfaces to an acceptable level of service.</p>
1508	Lunn Sinclair – Leadlight Expressions	Submitter wishes to share their support for the Historic Village Strategy.	We thank you for your continued support of The Historic Village and its Kaupapa. All tenants provided input in to the 10-year Historic Village Strategic Plan, with positive progress made to date. We are working to continue to deliver on this strategy. One of the next key projects is The Historic Village

42

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			grounds master plan, which we appreciate your support and input during workshops and will see an exciting roadmap for further enhancements to The Village to support the many small creative businesses and community groups who reside in this unique community.
1564	Tanya Trass – The Incubator Creative Hub	Submitter has a number of suggestions for council to consider in relation to the relationship of Incubator with Council, the Historic Village and Arts and Culture in the Bay of Plenty.	<p>Advisory Group The regular tenant meetings have been the mechanism for working together on the outcomes of the Historic Village, getting feedback on plans, ideas and encouraging collaboration.</p> <p>Accessibility audit of the Historic Village An accessibility audit is currently being conducted as part of the Grounds Masterplan work being done.</p> <p>Cutting losses is ok Please refer to the paper outlining the issues with the C2 complex presented to council in November. The increased cost is on the building itself to make it habitable for any tenant whether commercial or community. At the stage of the issues being identified continuing with the project provided the best outcome of the investment or the alternative would have been to demolish the building.</p> <p>Niggly bits We have been working to implement fees and charges in line with the strategy and apply a level of consistency to the user fees and charges approach to reflect the different types of community and commercial activity that operate in the village and the different characteristics of each user group. As tenants' leases come up for renewal, we are required to implement the new fee structure.</p> <p>Point 5 - Tautoko the Arts in the Bay of Plenty Doing it together – agree</p>
1576	Tim Jackson – Turning Point Trust. – Te	Submitter has a range of views on the Historic Village and the LTP and makes a suggestions to Council in addition to	<p>Point A – Omission of the Historic Village from LTP The proposed fees, should they be adopted, will come into effect until July 1, 2024 and being responded to as a wider consideration to council's approach</p>

43

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
	Taiope Huringanui	fees and charges responses which includes:	<p>to fees and charges. Village staff are working to move a few tenants, including Turning Point Trust, to the current licence-to-occupy rates set in 2020 which had been communicated to previous Turning Point Trust management.</p> <p>Outgoing (opex) costs are not part of the long-term plan process as they are actual costs incurred by the facility on behalf of tenants and have been increased as due to supplier costs increasing.</p> <p>We acknowledge that the Long-term Plan is a large document as it needs to be as it is designed to cover every aspect of council. A summary document is prepared to support the longer more in-depth document. Council advertised numerous opportunities for residents to attend drop in sessions, we had stalls at malls around town and went out to markets in an attempt to reach out to as many people as possible. To assist Village tenants, staff provided all tenants with a shortcut website link explaining where to find the relevant information. One on One support was offered to tenants as well and in many cases tenants took up this offer.</p> <p>Point B – Lack of Community Development Focus</p> <p>The Historic Village 2020 Strategic Plan was developed while managed under the Community Development activity; its budget, objectives and performance measures set by Council. The Historic Village is required to operate to these business documents regardless of where in the organisational structure it sits. All teams within the Venues and Events unit, including The Historic Village, collaborate and work closely with the Community Development team on business-as-usual practices as well as projects throughout the year.</p> <p>Point C – Changing face of the Village.</p> <p>Staff are not aware of any tenants leaving the village because of the proposed fees and charges. Decisions on the location of tenants within the village is decided, as much as possible, in accordance with Historic Village Strategy.</p> <p>Point D - Accountability</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>A full review of the Historic Village capital program has been completed. At this point the state of the buildings referred to are not considered suitable for lease, as communicated. Once the above program has been adopted and the budget are included in the LTP, staff will provide an update on the capital renewal program.</p> <p>Point F – Kaupapa Māori and Cultural Services Opposition to the Proposed Tauranga Council Long-term Plan 2024-2034 and Its Impact on Mental Health and Addictions in the Community</p> <p>Firstly, we acknowledge the Te Ao Māori values and their benefit in enhancing mental health provision to Māori and also to other people who find those approaches helpful. Some of the support required to support Māori health provision requires discussion and/or collaboration with Whatu Ora. As a landlord we can play a part in a solution, but we don't have the capacity to sustain subsidised rent to facilitate those health outcomes. One possible action might be to reach out to Whatu Ora and see whether they are able to assist to reduce barriers.</p> <p>With regards to the establishment of a panel including kaupapa Māori representatives, the current Village structure allows for collaboration and feedback through regular tenant meetings and newsletters. The recent appointment of the Tenant Facilitation Co-ordinator role has helped to strengthen relationships between the Village and its tenants.</p>
1670	David Marshall – Tauranga & WBOP Grey Power Association Inc	Submitter has comments on implementing new measures in Historic Village Strategic Plan.	Council is researching new ways to measure key performance indicators to provide our community with clear outcomes of what The Historic Village is striving to achieve, the measure set out the Historic Village Strategic Plan will be part of this plan.
470	Josephine Fullerton-Coles	Submitter suggests to encouraging more public outdoor events, removing the risk of the financial burden on	Our goal is to ensure Tauranga is event friendly and enabling. We are working to deliver on the Tauranga Events Action and Investment Plan (EAIP). Goal 2 of the EAIP is to support the development and sustainability of the events industry in Tauranga.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		organisers, and providing access to reserve and council land for free.	In regard to charges, there are currently no charges for most events on our spaces and places, with only ticketed commercial events paying a fee. In the proposed User Fees and Charges the fees for ticketed commercial events are: \$500 per event day where the ticket price is less than \$60; and \$4,200 per event day where the ticket price is more than \$60. The feedback we received from our most recent annual event customer satisfaction survey was that 100% of our customers (event organisers) were either somewhat satisfied or extremely satisfied with the service Council's events team is delivering. Council recognises events contribute to Tauranga's social, cultural and economic outcomes and help make our city a great place to live work, learn, visit and play. To support this, we also have a number of contestable funds available to event organisers and invest in approximately 100 events annually.
825	Mark Dean	Suggestion of developing a market/carnival each Saturday in the Summer.	During the 2023/24 summer Council delivered an events and activation programme and campaign to support the city centre businesses and add vibrancy as per our City Centre Action and Investment Plan - https://www.mytauranga.co.nz/its-on-in-our-city-centre . The programme covered numerous events and activations encouraging people to visit and enjoy the city centre. As part of this campaign, we also had the Little Big Markets running on the waterfront monthly from December through to March 2024. Your feedback has been passed on to the team leading this work for further consideration.
1446	Claudia West – Mount Business Association	We would like to see a more balanced and holistic approach to booking events within the Mount Maunganui area to help reduce congestion and provide equity in the bookable spaces between commercial and community events.	Outcomes sought 1. An area wide approach from the Events Booking team when booking multiple large events on one weekend down the Mount. Our events team currently undertake a city-wide approach to the annual booking process for events, which aims to manage the spread of events across not only the city, but in key areas such as Mount Maunganui. Other assessments also come into play such as spreading out dates for event road closures and to support recreational use on areas such as Mount Main Beach.

46

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>Annually in February the team request preferred and second option locations and dates from event organisers, which starts the challenging job of scheduling 300+ annual events across the city. The process includes reviewing event clashes, planned projects on roads or in our parks, other national event calendars, and planned events at venues such as Baypark or the racecourse, etc. which sees the annual calendar being confirmed in April.</p> <p>In Mount Maunganui, there are specific factors including spreading event road closures, tides for triathlons or swimming events, and avoiding large cruise ships that are considered. When we have drafted the 2024/25 event calendar, we are happy to meet with the Mount Mainstreet Manager to go through and explain the rational of the scheduling. The role of the Event Facilitation team is to support events happening in our city and the benefits they can bring while also working hard to manage and minimise the negative impacts of events on our community.</p> <p>2. A review of the number of commercial events held by one organiser in a bookable space during the year / particularly in peak season.</p> <p>We acknowledge Mainstreet's concerns in regards to the frequency of markets. Our Spaces and Places team will undertake an assessment in relation to the Use of Council Land Policy and we will update you on the outcome of this.</p> <p>3. Council conducting Licence Plate Recognition survey on event dates to gauge real impact. License plate recognition surveys are not performed regularly. They are primarily used to establish origin to destination routes for strategic planning purposes and are typically data heavy and costly to implement and analyse. However, Council has recently deployed a new traffic monitoring system - Addinsight. This system uses a network of Bluetooth sensors at major intersections and junctions throughout the city. Individual vehicles are uniquely and anonymously identified. This enables the travel time between sensors to be continually measured and monitored by the system. Travel time information is the appropriate measure for establishing</p>

47

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>network performance and changes in performance. This system is also able to provide reporting on traffic volume changes, while noting that it identifies only a proportion of traffic (Bluetooth enabled vehicles). This proportion of traffic is stable so a 20% increase in counted traffic, say on one Saturday relative to the previous one, will represent a 20% increase in actual traffic. Council is using this system now for incident identification and will be using this system more into the future to track and monitor the performance of the road network.</p> <p>Once the above work has been completed, we propose a meeting to discuss each element with the relevant Council staff and Council's City Partnerships Specialist.</p>

COMMUNITY DEVELOPMENT

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
46	Craig Rowse	Submitter suggests relocating homeless people in the city centre.	Homelessness is an ever-increasing and visible issue for our region. Sadly, like the rest of Aotearoa New Zealand, we are amid a housing crisis that is amplified in Tauranga by the demand and cost of living. The western Bay of Plenty is often viewed as an affluent community, but in reality, there are several communities experiencing the highest levels of deprivation in New Zealand with many of our community requiring ongoing social support. Council does not have a bylaw that permits moving on our homeless community from the city centre. Homelessness is a complex issue and it will take all of us to contribute positively to a solution where everyone has access to a home that is warm, safe, habitable, and affordable. You can learn more about the issue and what we are doing to address it in our region on this webpage: https://www.tauranga.govt.nz/community/community-services/homelessness .
Other submissions that align with this theme 612, 1510			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
301	Dianne Donaldson	Suggesting the need to talk with people living with disabilities for feedback on getting around the city, shopping and eating.	Council have a number of projects and plans happening right across the city centre that, together, are helping to transform the city into a place that works for everyone. Making it easy for as many people as possible to access and use our city is important to us and is a key consideration in our designs. The Community Development team receives regular feedback and input from the Accessible City Special Interest Group on ideas, projects, plans and designs to ensure the voice of disabled people are represented across all of our work programmes. The Council recently adopted the Accessible City

49

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			Action and Investment Plan (AIP) and this was developed in conjunction with many community stakeholders and discussed at public forums, to ensure our disabled community could prioritise their aspirations and provide feedback on accessibility. In addition to the AIP, Council has recently employed an Accessibility Advisor to work across the organisation to provide awareness and education on universal design principles. More information on our Accessible City AIP can be found here - https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips .
620	Elizabeth Howell	Submitter doesn't feel safe in their home with the increasing crime. Submitter wants council to reduce impact of negative conditions on older people.	Council is committed to working closely with our communities and key partners to ensure safety is put at the heart of our communities. As safety is a core component to building an inclusive city, we have developed and are implementing a Safer Communities Action and Investment Plan. We will also continue to support our local public safety organisations such as NZ Police, community patrols, Māori Wardens and Te Whatu Ora Hauora a Toi Bay of Plenty. More information on how we will get there can be found here - https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips
711	Charlotte Brown – Graeme Dingle Foundation Western Bay of Plenty	Requesting ongoing financial support for project K in the Long-term Plan.	The Graeme Dingle Foundation does outstanding work for Tauranga's young people, and we are pleased to see our community grants making a difference by supporting such positive experiences through Project K and the wilderness adventure & community challenge for the Mount and Otumoetai communities. Council is committed to supporting community led initiatives through its community grants scheme. We encourage the Graeme Dingle Foundation to continue to apply for community grants.
1429	Kathy Webb – WBOP Neighbourhood Support	Submitter supports Council's Tauranga Matarauui - Inclusive City Strategy and in particular the Safer Communities AIP, and seeks Council support for Western BOP Neighbourhood Support.	WBOP Neighbourhood Support works tirelessly within Tauranga communities to improve perceptions of community safety. The Council is committed to supporting community led initiatives through a collaborative approach, we welcome your commitment in supporting us in progressing the community outcomes of our Tauranga Matarauui Inclusive City Strategy.

50

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			With your support we will be able to actively collaborate alongside other key agencies, to improve social inclusion and connection through working together in a community-centred approach to problem solving. We look forward to meeting to discuss how we support the development of a model that supports suburban communities to access information and expertise to enhance safety in their homes and neighbourhoods.
1499	Clare Sigley – Toi Te Ora	Submitter seeks Council to consider how to: promote a sense of community and social cohesion through community connection and participation. Ensure equitable access to community services such as pools, libraries, parks, and other amenities, and community events that welcome all ethnicities, abilities, and identities.	Council is committed to taking an active role to support social inclusion and connection, and to demonstrate confidence and trust in a community-centred approach to problem solving. To achieve this, we are actively collaborating with key agencies, as we all need to actively improve social connections through working together. Tauranga Matarauui - Inclusive City Strategy is one of Council's four primary strategies to progress our community outcomes. It provides a pathway to becoming an inclusive city. This strategic direction can be found here - https://www.tauranga.govt.nz/Portals/0/data/council/strategies/files/tauranga-matarauui-inclusive-city-strategy.pdf Community voice has also been included in the many Action and Investment Plans (AIPs) Council has developed to support our direction and achieve our goals. Each AIP identifies the best-fit set of actions to deliver our strategic framework and how we as Council can support our communities and key partners. As safety and community wellbeing is a core component to building an inclusive city, we have developed and are implementing a Safer Communities Action and Investment Plan. We will also continue to support our local public safety organisations such as NZ Police, community patrols, Māori Wardens and Te Whatu Ora Hauora a Toi Bay of Plenty to reduce negative impacts across the city. More information on how we will get there can be found here - https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips .

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1499	Clare Sigley – Toi Te Ora	Submitter seeks Council to consider food security and food sovereignty in planning and transport decisions to protect productive land for growing food, mitigate and prepare for impacts of climate change and natural hazards on local food systems, and prevent food deserts.	<p>Council is committed to supporting food security, sovereignty and waste minimisation in preparation for impacts of climate change. Council was a key player in the development of the Western Bay of Plenty's Mana Kai Mana Ora plan, and a key funder of the initial research. We still remain a member of the steering group.</p> <p>To further achieve climate impacts, council are actively collaborating on this with key agencies to deliver on our four primary strategies to progress our community outcomes. Our strategic direction can be found here - https://www.tauranga.govt.nz/our-future/our-direction.</p> <p>To reduce the drivers of climate change and its effects on our people and city, we have also developed Tauranga's first Climate Action and Investment Plan (Climate AIP). The Climate AIP identifies the best-fit set of actions to deliver our strategic framework and how we as council can support our communities and key partners. More information on how we will get there can be found here - https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans/action-investment-plans-aips</p>

CITY DEVELOPMENT

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
14	Kyla Blackmore	Submitter states that ideas and initiatives for the city centre are putting the funding burden on ratepayers for council's mistakes, and the council needs to take responsibility.	<p>Our community has told us that they want to see the heart of our city centre brought back to life. The business case presented to Council on 24 July 2023 clearly outlined the significance and multitude of benefits the transformative development will create for the city, its residents, and the wider sub-region. Te Manawataki o Te Papa is expected to increase the present value of local and regional economic output by around \$500 million, with wider benefits totalling a further \$500 million over the life of the buildings. It will also encourage greater inclusiveness, a sense of belonging and cultural awareness and identity, with over 300,000 visits to the museum and 800,000 visits to the library and community each year. Of particular importance is the impact Te Manawataki o Te Papa will have on the revitalisation of the city centre, with an expected tripling of visitor numbers, to 5,500 people a day by 2035. By comparison, current foot traffic counts in The Strand and Wharf Street area in the city centre total around 1,600 people a day.</p> <p>With a total approved project budget of \$306.3 million, the financial strategy aims to ensure Council can keep to its commitment of capping the community's rates-funded debt to a maximum of \$151.5 million. The strategy includes maximising external funding sources, such as grants and development contributions, and shows there are a variety of funding paths and backstop funding options available if required. TECT's recent approval of a \$21 million grant towards Te Manawataki o Te Papa – the Trust's largest-ever contribution to a single project – represents a huge step towards achieving the project's wider investment targets. In addition, community consultation undertaken by TECT signalled strong support for funding strategic initiatives, including almost 70 per cent in support of TECT making a contribution to the Te Manawataki o Te Papa development.</p>

53

2024-2034 LTP - Responses to other topics

			Te Manawataki o Te Papa Limited is a new council-controlled organisation (CCO), established to govern and lead the delivery of the civic precinct development. A Chair and three Directors with high calibre skills, and considerable experience in the delivery of large scale capital projects at both a governance and operational level, have been appointed to provide confidence to our funders, partners and wider community that the project will be delivered effectively. Further details can be found here .
Other submissions that align with this theme 59, 148, 316, 336, 825, 897, 980, 998, 1130, 1272, 1303, 1511			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
76	Kim Martelli	Submitter requests consideration of the costs associated with Te Manawataki o Te Papa, and questions whether it could be scaled down to a reasonably sized project.	<p>As a community, we have spent many, many years debating whether or not the city needs a museum and new library, and whether it's "the right time", and now have a once-in-a-lifetime opportunity to finally restore our city's heart. The costs will only continue to go up every year and it makes sense, and is more cost-effective and efficient, that we undertake building the museum and civic whare at the same time as building the library/community hub, when the required machinery and contractors are already on site. There will also be improved functionality of design by building one civic campus, ensuring that the buildings are all appropriately integrated into the wider Te Manawataki o Te Papa civic precinct, while improving connectivity to Masonic Park and the Waterfront.</p> <p>Furthermore, our community has told us that they want to see the heart of our city centre brought back to life. The business case presented to Council on 24 July 2023 clearly outlined the significance and multitude of benefits the transformative development will create for the city, its residents, and the wider sub-region.</p> <p>Te Manawataki o Te Papa is expected to increase the present value of local and regional economic output by around \$500 million, with wider benefits totalling a further \$500 million over the life of the buildings. It will also encourage greater inclusiveness, a sense of belonging and cultural awareness</p>

54

2024-2034 LTP - Responses to other topics

			<p>and identity, with over 300,000 visits to the museum and 800,000 visits to the library and community each year. Of particular importance is the impact Te Manawataki o Te Papa will have on the revitalisation of the city centre, with an expected tripling of visitor numbers, to 5,500 people a day by 2035. By comparison, current foot traffic counts in The Strand and Wharf Street area in the city centre total around 1,600 people a day.</p> <p>Te Manawataki o Te Papa Limited is a new council-controlled organisation (CCO), established to govern and lead the delivery of the civic precinct development. A Chair and three Directors with high calibre skills, and considerable experience in the delivery of large scale capital projects at both a governance and operational level, have been appointed to provide confidence to our funders, partners and wider community that the project will be delivered effectively. Further details can be found here.</p>
Other submissions that align with this theme 449			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
143	Anna Fenn	Submitter wants city parking to remain so people will visit.	<p>Interestingly, data shows that the total number of parking spaces in the city centre has actually increased over the last 12 months – from 2069 in January 2023 to 2101 in November 2023. The data also shows that there is always at least 20% vacancy in the Elizabeth Street and Spring St car parks at any given time - often much more. On-street parking is also free from 5pm and all weekend.</p> <p>In addition, Council has built an additional 50+ car park spaces at the Dive Crescent South car park with another 110+ car parks at 160-176 Devonport Road to be completed by April 2024. A minimum of 200 public car parking spaces will also be available at the new Hamilton Street car park from mid-2024.</p>
Other submissions that align with this theme 155			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
283	Michelle Meyrick	Submitter suggests better public transport into the city centre, and wants the nightlife atmosphere back. Submitter suggests a period of free parking to encourage people back into the shops.	<p>Formally adopted by Council in September 2022, the refreshed Tauranga Moana Waterfront Plan guides future development over the next 10 years along the city centre's waterfront, from Dive Crescent to Tunks' Reserve, including Masonic Park.</p> <p>\$94.8 million has been allocated for the development of the city centre waterfront, with many projects earmarked for completion before the end of 2024. The improvements will complement the new civic precinct, Te Manawataki o Te Papa and are expected to attract people from near and far, making it a destination that people are proud of and want to spend time in. A safe, parkland setting will form a natural extension to the city centre, along with improved access to the water's edge for people to take part in a range of water activities, a flexible event space that can be used all year round, plenty of spaces to play, and a boulevard along the water's edge for walking and cycling.</p> <p>Bay of Plenty Regional Council run the bus service and Tauranga City Council take care of the infrastructure, for example, the bus stops. Like many things, managing the provision of public transport infrastructure and services has a direct inter-dependency on the actual demand for its use i.e. the more its used, the better the services will naturally become.</p> <p>The closure of The Strand waterfront car park coincided with the return to full capacity of the Spring Street parking building, following the completion of seismic strengthening work. Interestingly, data shows that the total number of parking spaces in the city centre has actually increased over the last 12 months – from 2069 in January 2023 to 2101 in November 2023. The data also shows that there is always at least 20% vacancy in the Elizabeth Street and Spring St car parks at any given time - often much more. On-street parking is also free from 5pm and all weekend.</p> <p>In addition, Council has built an additional 50+ car park spaces at the Dive Crescent South car park with another 110+ car parks at 160-176 Devonport Road to be completed by April 2024. A minimum of 200 public car parking</p>

56

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			spaces will also be available at the new Hamilton Street car park from mid-2024. On 4 December 2023, Commissioners decided to put a pause on adopting an updated Local Alcohol Policy, following several requests from people including downtown hospitality businesses, wanting to discuss in more depth, the impacts of the proposed changes. Council will now reconsider the new policy, which includes closing times for on-licensed premises in the city centre, in early 2024.
Other submissions that align with this theme 551, 865			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
996	Dwayne Roper	Concerned about how much is being spent on the new Council administration building at 90 Devonport Road	The construction, leasing and fitout of the new Council administration building has been done to ensure a high value-for-money outcome for Council and Tauranga ratepayers. A new administration is necessary to house Council's administration staff under one roof, and to ensure the organisation can operate in a coordinated and efficient manner. The base building is nearing completion by Council's development partners Willis Bond. Willis Bond have funded the build and entered into a long-term lease with Council to minimise the impact of escalating construction costs and deliver a fit-for-purpose building. Council will undertake the fitout of the building prior to moving in. Significant value engineering and programme coordination with the base build has been undertaken to ensure the fitout works are undertaken in the most cost effective and efficient manner possible.
Other submissions that align with this theme 1288			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1377	Robert Paterson	Submitter opposes new aquatic centre at Memorial Park.	<p>Memorial Pool is an outdoor pool built in 1958, which is coming to the end of its useful life along with the Queen Elizabeth Youth Centre building. Through feasibility and geotechnical analysis, the plan to replace both facilities with a large recreation hub on Memorial Park, has been reduced. The approved plans will now see the development of a new aquatic centre only on Memorial Park to replace the existing Memorial Pool. Demand analysis has demonstrated that further aquatic provision is required in the City, with a city centre location best suited to this provision.</p> <p>While Memorial Park has very challenging ground conditions, this is outweighed by a number of significant benefits for development of a new aquatic centre that will meet existing and future demand. Availability of land is limited, and Memorial Park is a popular and accessible location within the central city. The removal of the Queen Elizabeth Youth Centre will open up the space for this development. Development of the new aquatic centre here will allow access to the underground geothermal heating accessible in this location, creating ongoing efficiencies for the facility. Site analysis of alternative locations within the city has confirmed Memorial Park as the best site for a new aquatic centre.</p>
Other submissions that align with this theme 1511			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
43	Elizabeth Hunter	Ideas around revitalising the city centre.	<p>On 3 April 2023, recognising that the decline in prosperity of the city centre is unlikely to be rectified by focusing on one particular solution, the scope of the recently established City Centre Development Incentive Fund (the Fund) was broadened to enable a wider range of initiatives that will support the ongoing growth, development, and prosperity of the city centre. This wider range of initiatives was approved by Council specifically to:</p> <ul style="list-style-type: none"> (a) attract and incentivise the development of residential and in particular, student accommodation; (b) support short- to medium-term tactical parking interventions that will increase the availability of car parking; (c) generate initiatives that will support city centre businesses that are severely impacted by the current period of construction disruption; and (d) support increased activation and vibrancy. <p>To date, \$610,796 of the Fund has been used to enable a wide range of initiatives that will support the growth and development of the city centre in the short-, medium- and longer-term. This includes a feasibility study for the development of student accommodation in Spring Street, support for events and activations to improve vibrancy in the city centre, and a collaboration with landlords, agents and other key partners to activate vacant retail spaces. A balance of \$300,000 remains in the Fund to support further initiatives in the current financial year, through to 30 June 2024.</p>
70	Tyler Buckley	Submitter requests something great to be done with Cliff Road.	<p>Formally adopted in August 2022, the City Centre Action and Investment Plan 2022-32 (CCAIP) sets the vision for the city centre and outlines the key actions that Council are taking with our partners to achieve this, and to revitalise the city centre. Alongside six strategic objectives, the CCAIP establishes eight precincts that will enhance a unique sense of identity based on existing and proposed land uses, planned developments, and the character of the public spaces.</p> <p>Cliff Road is included in the Historical and Cultural Precinct, which is an area that covers from the Mission Cemetery to Park Street, and from Cameron Road to Cliff Road. It is intended to be an area of the city for people to</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>explore important heritage and cultural places, and facilities that embody the history and cultural heritage of Te Papa and the wider Tauranga community. It will play a significant role alongside the new civic and cultural facilities provided for in the Te Manawataki o Te Papa precinct.</p> <p>The CCAIP and an indicative master planning exercise for the Historical and Cultural Precinct has identified several emerging priority projects, including to:</p> <ul style="list-style-type: none"> • Maximise the use, enjoyment, and sense of place of the Cliff Road Reserve and Robbins Park areas while recognising the layered and shared history of this significant part of the city; • Supporting delivery of the aspirations of Council's key partners in this precinct including The Elms Foundation and the Otamataha Trust; and • Completing the green necklace concept – a continuous 7km pedestrian and cycling route – around the perimeter of the city centre, connecting both sides of the harbour and connecting people with nature. A specific focus will be on improving physical connections from the escarpment to the waterfront/moana.
72	Rebecca Burns	Submitter believes city centre development should be self funded and notes it's not a priority for those who live here.	<p>Central government is responsible for construction of roads, schools and hospitals. Community facilities, such as museums and libraries, are the responsibility of local government and unfortunately, in no city in the country, will ever be exclusively self-funding, although operational costs can be offset by corporate sponsorship and commercial activity, such as cafes, retail opportunities and venue hire.</p> <p>Our community has told us that they want to see the heart of our city centre brought back to life. The business case presented to Council on 24 July 2023 clearly outlined the significance and multitude of benefits the transformative development will create for the city, its residents, and the wider sub-region. Te Manawataki o Te Papa is expected to increase the present value of local and regional economic output by around \$500 million, with wider benefits totalling a further \$500 million over the life of the buildings. It will also encourage greater inclusiveness, a sense of belonging and cultural awareness</p>

60

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>and identity, with over 300,000 visits to the museum and 800,000 visits to the library and community each year. Of particular importance is the impact Te Manawataki o Te Papa will have on the revitalisation of the city centre, with an expected tripling of visitor numbers, to 5,500 people a day by 2035. By comparison, current foot traffic counts in The Strand and Wharf Street area in the city centre total around 1,600 people a day.</p> <p>With a total approved project budget of \$306.3 million, the financial strategy aims to ensure Council can keep to its commitment of capping the community's rates-funded debt to a maximum of \$151.5 million. The strategy includes maximising external funding sources, such as grants and development contributions, and shows there are a variety of funding paths and backstop funding options available if required. TECT's recent approval of a \$21 million grant towards Te Manawataki o Te Papa – the Trust's largest-ever contribution to a single project – represents a huge step towards achieving the project's wider investment targets. In addition, community consultation undertaken by TECT signalled strong support for funding strategic initiatives, including almost 70 per cent in support of TECT making a contribution to the Te Manawataki o Te Papa development.</p> <p>Te Manawataki o Te Papa Limited is a new council-controlled organisation (CCO), established to govern and lead the delivery of the civic precinct development. A Chair and three Directors with high calibre skills, and considerable experience in the delivery of large scale capital projects at both a governance and operational level, have been appointed to provide confidence to our funders, partners and wider community that the project will be delivered effectively. Further details can be found here.</p>
18	Christine Bougen	Feels that we are doing more to deter business from town rather than attract.	Bay of Plenty Regional Council run the bus service and Tauranga City Council take care of the infrastructure, for example, the bus stops. Like many things, managing the provision of public transport infrastructure and services has a direct inter-dependency on the actual demand for its use i.e. the more it's used, the better the services will naturally become.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>Interestingly, data shows that the total number of parking spaces in the city centre has actually increased over the last 12 months – from 2069 in January 2023 to 2101 in November 2023. The data also shows that there is always at least 20% vacancy in the Elizabeth Street and Spring St car parks at any given time - often much more. On-street parking is also free from 5pm and all weekend.</p> <p>In addition, Council has built an additional 50+ car park spaces at the Dive Crescent South car park with another 110+ car parks at 160-176 Devonport Road to be completed by April 2024. A minimum of 200 public car parking spaces will also be available at the new Hamilton Street car park from mid-2024.</p>
655	Kallisto Labone	Suggesting the need to scale back the city centre and living sea wall.	<p>The concept of the seawall is based on increasing the biodiversity and ecological value of our connection to the harbour. This is a practice that has been successfully integrated into urban harbour projects across the world. The installations will be located within the harbour margin, attached to rock walls where they will not impact the safety of people or the environment. This project is underway and unique marine life has recently been discovered in the area. The living sea wall will increase the marine life at the harbour margin and contribute to improved water quality.</p>
825	Mark Dean	Suggests closing streets in the city centre and allowing street stalls, Suggests closing off The Strand to vehicles each evening at 6.00pm and open it at 6.00am with restaurants encouraged to put their tables out on the road to create a great atmosphere.	<p>The City Centre Action and Investment Plan has "creating a pedestrian-focused city centre" as a priority action. We will be taking action to increase the pedestrian focus and accessibility within our city centre. We will be undertaking significant upgrades to streetscapes and public spaces that will further enhance pedestrian movement, and opportunities for businesses, community organisations, and events to interact with these spaces. This year we will be introducing a movement plan that aims to reduce the amount of traffic along The Strand. This arrangement will also allow for The Strand to be closed more regularly for events and possibly for longer periods of time.</p> <p>One of our main priorities is to revitalise the city centre, so it once again becomes the thriving, beating heart of Tauranga city; a great place for people</p>

62

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			to live, work, learn, visit, and play. We know that well-planned outdoor dining creates vibrancy and interest in city centres. We continue to work with dining and hospitality businesses to encourage activation of street edges through adoption of licences to occupy public space. From 1 July 2023 Council significantly reduced the dining related fees to provide relief to businesses during the period of transformation. In August 2023 Council agreed to create a combined street use policy that resolves inconsistent charging for street and balcony dining across Tauranga.
962	Nick Andrew	Submitter suggests resources should be applied to one major project at a time to avoid chaos in the city.	Significant planning and analysis has gone into the development of the Te Manawataki o Te Papa civic precinct in the city centre. A comprehensive business case was adopted in July 2023, which confirmed the delivery of the works as a single stage as the best option available. This approach recognises the need for an integrated programme of investment that will transform the civic heart of the city centre. The campus precinct approach will enhance connection between different facilities and the environment. Sharing of activities and facilities will create further efficiencies and cost saving across the programme. The development of Te Manawataki o Te Papa will enable works to progress in a coordinated manner and facilities to progressively open to the public. Significant effort is being made to ensure public and private development projects are undertaken with a collaborative approach, to minimise disruption as much as possible.
1446	Claudia West – Mount Business Association	Submitter wants street ambassadors at The Mount.	<ol style="list-style-type: none"> 1. Thank you for your support and positive feedback of Paul and the role of City Centre Safety and Engagement Advisor. We have received a significant amount of similarly positive feedback about this role from our city centre businesses and other key stakeholders and have been asked to provide a similar type of role and service across other parts of the city. Discussions are taking place to develop a wider programme using the resources and funds that we already have available, as unfortunately no specific funding has been included in the long-term plan for this. 2. CCTV in service laneways is limited by availability of services in the laneways, i.e. poles and power, however scoping can confirm what is

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>possible in these areas. Transport have a small capital budget and if there is a need to install CCTV to address an issue we will certainly consider it, so welcome feedback on these specific locations.</p> <p>3. Ongoing conversations are taking place between Mount Business Association and the Spaces and Places team. The Mount Spatial Plan is also a great opportunity to raise these issues. Small changes can provide potential improvements in the short term, tying in with the improvements being made in Te Papa o Nga Manu Porotakataka. The Transport team is also involved in these conversations. The Transport team have funding approval to upgrade the Banks/Maunganui Rd roundabout (LTP 2024/27), by adding raised pedestrian crossings. These works are unlikely to be constructed until mid-2025. There's also funding for an additional three to four raised pedestrian crossings. The actual locations are yet to be identified, but two should be located along Marine Parade.</p> <p>4. Proposals for the upgrade to Coronation Park includes enhancement of pedestrian connections to retail and potential community gathering areas/venues. These proposals need to be incorporated with a broader perspective from the Transport team on vehicular and other modal movements along Maunganui Road. Transport have funding in the LTP to upgrade the Banks Avenue/Maunganui Road roundabout by adding raised pedestrian crossings. These works are likely to be constructed mid-2025.</p> <p>5. Again, Mount Business Association are having ongoing conversations with the Spaces and Places team about this issue. The Mount Spatial Plan is also a great avenue for this kind of feedback. Small changes can provide potential improvements in the short term, including highlighting the crossing point (from Te Papa o Nga Manu to May Street Car Park) with mural type painting on the surface, and making improvements to finishes on fences, planting etc., ensuring that they link in with the improvements being made in Te Papa o Nga Manu Porotakataka. Road re-marking has</p>

64

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			also been undertaken in the service lanes. CCTV in service laneways is limited by availability of services in the laneways, i.e. poles and power, however scoping can confirm what is possible in these areas. Transport have a small capital budget and if there is a need to install CCTV to address an issue we will certainly consider it so welcome feedback on these specific locations.
1493	Matt Cowley – Tauranga Business Chamber	Chamber wishes to see support for role of community liaison officer roles	Thank you for your support and positive feedback of Paul and the role of City Centre Safety and Engagement Advisor. We have received a significant amount of similarly positive feedback about this role from our city centre businesses and other key stakeholders and have been asked to provide a similar type of role and service across other parts of the city. Discussions are taking place to develop a wider programme using the resources and funds that we already have available, as unfortunately no specific funding has been included in the long-term plan for this.
1544	Aaron Collier – Urban Task Force	Submitter supports the revitalisation of the city, but notes that the fit out cost for the new council offices must be reviewed and rationalised.	The fitout works to complete the Council administration building at 90 Devonport Road will comprise a significant programme of works for a large commercial building. The building will be seven floors and encompass 9768m ² . Following the ongoing staged completion of the base build works, Council will undertake the Main Contract Hard Fitout (MCHF) and Subdivisional Hard Fitout (SHF). This includes the installation of building services, fire systems, construction costs, consultant fees, furniture/fixtures and equipment, IT/AV security installation, café fitout, escalation and contingency allocations. The programme delivery and tender applications for these works were independently verified by a quantity surveyor through a comprehensive review and value engineering process. The value engineering process was able to achieve significant savings based on the original pricing. The outcome of this review and final programme is an integrated programme of works that is in line with similar fitout costs for a building this size in New Zealand.

COMMUNITY RELATIONS

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
311	Carla Acacio	Unhappy with perceived lack of engagement and listening by Council.	We're sorry to hear you don't feel heard. Consultation and engagement processes have helped inform Commissioners' decisions in the past and have also done so through this long-term plan where all feedback from the community has been reviewed and considered.
Other submissions that align with this theme 365, 368, 434, 461, 747, 996			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
469	Michael Galvin	Suggesting Council maybe trying to confuse people with language.	We try and use plain language as much as we can in our surveys and consultation documents to make it as easy to understand as possible. We acknowledge that there are some complex issues and financial systems that are difficult to explain succinctly.
Other submissions that align with this theme 803, 1458			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
32	Nicola Mulgrew	Submitter believes council should stop wasting money on consultation as it does what it wants regardless.	Council elections are scheduled for 2024 allowing for conventional elections to take place. In addition, Consultation and engagement processes have helped inform Commissioners' decisions in the past and have also done so through this long-term plan.
147	Stephen Bunce	Submitter feels council lacks engagement.	We appreciate your concerns regarding community engagement and the perceived lack of thoughtful consideration in our proposals. The council is committed to fostering an open and inclusive dialogue with the community, and we take all feedback seriously. In practice, our engagement efforts are

66

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			extensive, involving multiple channels such as open council meetings, surveys, and community forums. It's important to note that the ideas proposed often originate from a collaborative approach that includes input from industry professionals and technical experts. We acknowledge that there is always room for improvement, and we are actively working to enhance our communication processes to ensure that community perspectives are adequately considered in the development of proposals. Your feedback is invaluable, and we encourage you to participate in future initiatives.
224	Rebecca Valentine	Submitter questions the broadcasting of this feedback opportunity, and states that finding the feedback portal is not easy.	Submissions for the Long-term Plan is broadcast across all mainstream media channels as well as staff and Commission attendance across city and community events.
258	Irene Lewis	Submitter says council needs to send the feedback form out to all ratepayers, rather than just putting it on the website.	The source of ideas often comes from the community, central government or industry. It's always difficult to reach everyone, but we made every effort to reach all ratepayers and residents by promoting the consultation and survey through many different channels, including radio, newspaper, social media, and via community and special interest groups. We also set up stalls at local markets and shopping centres and organised a number of in-person events which were open to everyone.
351	Margaret Colmore	Submitter questions the decision to undertake the Civic Precinct project, and feels the Council has been dishonest with the feedback process.	The decision to proceed with the Civic Precinct Masterplan was made as an amendment to the 2021 long-term plan which was consulted on in 2022. Debt levels for all local government entities in NZ are not able to go over certain levels to prevent unmanageable scenarios like the one suggested.
432	Phil Gilgen	Submitter suggests more community involvement in decision-making.	Community involvement in decision making is a vital part of council process, as is happening during this Long-term plan consultation. In recent years the community's input has helped shape projects across the board, from playgrounds and skate parks to road design and spatial plans. It is always difficult to balance competing interests, but Tauranga needs a range of infrastructure and amenities to make it a liveable, prosperous city.

67

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
456	Deb Fleming	Submitter suggests consulting with groups such as the disabled, old, and financially disadvantaged about SmartTrip.	We do our best to be inclusive of all cultures and demographics that make up our city, and always welcome ideas for how we can get better at this. For this consultation we used te reo, other ethnic languages and specific media channels, such as Moana Radio, to try and broaden our reach. We also reached out to community groups representative of different sectors of the community. We agree these groups broaden ideas and perspectives and provide valuable feedback for decision making and we will keep working on ways to reach more of our diverse population.
483	Kriselle Uerata	Submitter feels they are not being listened to and there is favouritism.	Council does not favour particular suburbs over others. All decisions are made in the best interests of the city. At times the extent of infrastructure and amenity investment in some suburbs will be different to others but that is based on need rather than favouritism. We recognise the frustrations that Welcome Bay residents share with us regarding, for instance, the lack of a secondary school and a supermarket, and note that we continue to work with the Ministry of Education and the private sector to facilitate these amenities in your suburb.
522	Lanna Gell	Submitter suggests ways council could have made the consultation more publicly available, including contacting schools and asking them to distribute the consultation document/feedback form.	It's always difficult to reach everyone, but we made every effort to reach all ratepayers and residents by promoting the consultation and survey through many different channels, including radio, newspaper, social media, and via organisations and community groups. We also set up stalls at local markets and shopping centres and organised a number of in-person events which were open to everyone. We also have a newsletter that will keep you up to date about projects we are currently consulting on: You can sign up here. While we work a lot with schools, we're conscious the end of the year is a very busy time for for them and it's not always appropriate to ask them to distribute information on our behalf.
645	Alison User	Submitter suggests making the submission process more accessible through email.	We try to reach as many people as we can through various channels, but acknowledge that people are inundated these days with content from many sources. We do have a newsletter that will keep you up to date about projects we are currently consulting on. You can sign up here. Our website,

68

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>consultation website and Facebook is the best way to keep up to date about Tauranga City Council matters. We update the site regularly to keep the community informed.</p> <p>For consultation like the long-term plan we also advertise through print, radio, social and digital channels to broaden our reach to people who may not be following our direct channels.</p> <p>We do have a newsletter that will keep you up to date with projects we are consulting on and current surveys. You can sign up here: https://govt.us6.list-manage.com/subscribe?u=6a999872975eb9c07f69abb70&id=839698405d</p>
667	Christina Robinson	Submitter suggests involving community boards in decision making, noting businesses on Cameron Road who have had valuable income taken from them by council decisions.	<p>We've worked closely with businesses on Cameron Road and sought their input from the beginning of the project. We've also done our best to address any concerns and minimise disruption during the work itself. We feel for those businesses impacted and acknowledge there are some things we could have done better, but unfortunately the reality is that there will always be some disruption during work on the scale needed to upgrade not only Cameron Road, but also the main water pipes running underneath the road which were replaced at the same time. We don't currently have local community boards in Tauranga, but we do make every effort to engage with local residents, ratepayers, businesses, community groups, stakeholders and partners whenever we make decisions and/or undertake projects that may be of interest or impact them.</p>
800	Everett Chubbuck	Submitter requests more surveys like this.	<p>We do have a newsletter that will keep you up to date with projects we are consulting on and current surveys. You can sign up here: https://govt.us6.list-manage.com/subscribe?u=6a999872975eb9c07f69abb70&id=839698405d</p>

DEMOCRACY SERVICES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
26	Luke Gibb-Kimber	Submitter supports an elected council rather than commissioners.	The Minister of Local Government appointed the Commission to make good decisions on behalf of the city and its residents. Local government elections are scheduled for Tauranga on 20 July 2024. At that stage the Commission's term will conclude, and the new Council will take office. For more information on the July 2024 election go to our webpage https://www.tauranga.govt.nz/council/about-your-council/elections-2024 .
Other submissions that align with this theme 50, 148, 363, 471, 501, 795, 896, 977			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
449	Simon Johnston	Submitter is unhappy with the LTP being completed with Commissioners, feels they are out of touch with the community.	Both the Local Government Act 2002 and the Commission Terms of Reference from the Minister of Local Government require Council to adopt a long-term plan by 30 June 2024. Council has been advised that a legislative change is likely which will defer the required date of adoption to 30 September 2024, however the Commission Terms of Reference are unlikely to change. The Commission is of the view that a Long-term Plan should be completed and in place prior to the next local government elections in Tauranga which will occur on 20 July 2024. The newly elected council will similarly have a legislative requirement to develop and adopt a long-term plan by 30 June 2027. Through the development of the Long-term Plan 2024-34, and throughout the term of the Commission, the Commissioners have been committed to working with and for the people of Tauranga and have created opportunities to listen to the people of Tauranga.
Other submissions that align with this theme 599, 713, 773, 813			

70

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
868	Barry Scott	Submitter notes disapproval of the stadium project, and has provided additional concerns with consultation, transparency, and their letter to the Chief Executive. Submitter feels there has been a failure to respond to their requests.	It is standard practice for the Chief Executive to refer letters requesting information to the Democracy Services team to be actioned as Local Government Official Information and Meetings Act (LGOIMA) requests. The response was overseen by a member of the Executive, the General Manager: City Development and Partnerships, who approved the response. There was a large number of hours required by staff to respond to the request and under the LGOIMA Charging Policy there is a process for staff to follow to determine if a charge is appropriate. After considering your objection to the charge a decision was made not to charge due to the high public interest test which was met for the Stadium proposal. At the time of writing, we understand you have withdrawn your complaint to the Ombudsman. Council will cooperate in any investigation by the Ombudsman should one be undertaken.

ECONOMIC DEVELOPMENT

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
52	Joseph Belcaster	Submitter states that they would like council to reduce regulations, allowing basic citizens to become business owners. Submitter believes there are far too many hoops to jump through.	Tauranga Business Chamber delivers a wide range of business support contracts, including a Smart Economy Business Advisor contract that is currently in place with Tauranga City Council, which creates Business Navigators who focus on capability building initiatives for Tauranga businesses. A small amount of additional funding has been provided to the Chamber recently to establish the City Centre Business Support contract, which enables established small and medium-sized enterprises (SMEs) in the city centre to access free training, tools, and resources that they can immediately implement into their business. The demand from SMEs to-date focuses on business strategy (e.g. diversifying revenue), digital marketing, financial planning, and help with negotiating lease renewals.
311	Carla Acacio	Submitter provides suggestion around investing to make Tauranga more interesting for the tourism market.	Council provides funding to Tourism Bay of Plenty (TBOP) of \$2,157,976 (2023/24) from the commercial targeted rate to enable them to promote and manage the western Bay sub-region as a visitor and tourist destination. TBOP's purpose is to promote the economic welfare and development of the western Bay region and its residents through destination marketing, destination management, and other related activities which impact on the region as a visitor destination. TBOP is also responsible for providing visitor information services in the region. We are blessed with great coastline beaches, natural parks and cultural heritage sites, walking and cycling trails, as well as numerous activities that visitors can choose from. However, we still need to attract investment into the likes of major accommodation and attractions, as the city of Tauranga grows and develops a more diverse range of visitor experiences. In addition to TBOP's place DNA pillars of: Ocean and Beaches, Horticultural Provenance, Māori Culture, and our Natural Environment, TBOP seeks to guide

72

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			development, investment, and interest from existing and new entrants to align with central government's National Tourism Strategy. Our community has told us that they want to see the heart of our city centre brought back to life. The business case presented to Council on 24 July 2023 clearly outlined the significance and multitude of benefits the transformative development will create for the city, its residents, and the wider sub-region. Te Manawataki o Te Papa is expected to increase the present value of local and regional economic output by around \$500 million, with wider benefits totalling a further \$500 million over the life of the buildings. It will also encourage greater inclusiveness, a sense of belonging and cultural awareness and identity, with over 300,000 visits to the museum and 800,000 visits to the library and community each year. Of particular importance is the impact Te Manawataki o Te Papa will have on the revitalisation of the city centre, with an expected tripling of visitor numbers, to 5,500 people a day by 2035. By comparison, current foot traffic counts in The Strand and Wharf Street area in the city centre total around 1,600 people a day.
352	Devon Gilliam	Submitter suggests a change in focus from tourism to developing other areas such as trade and housing.	Council provides funding to Priority One of \$1,573,866 (2023/24) from the commercial targeted rate to enable them to deliver economic development outcomes in the western bay of Plenty sub-region. These outcomes include: <ol style="list-style-type: none"> 1. Shifting the industry sector mix to become more knowledge intensive and develop an innovation ecosystem. 2. Encouraging industry scale and success, leading to fit for purpose spatial planning etc. 3. Leveraging the education system for targeted skills. 4. Improving Māori education and workforce outcomes in the sub-region. 5. Sustainability – advocacy, education and projects focusing on decarbonisation and the circular economy. 6. International Strategy – attraction, migrant investment, sister cities, etc.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			In the year ending September 2023, international visitor spend from tourism was New Zealand's second largest export earner at \$9 billion. In the same period for Tauranga City, international tourism spend equated to \$207 million, while domestic tourism spend equated to \$794 million. Tauranga City Council, Priority One and Tourism Bay of Plenty continue to support diversity of economic sectors to foster both growth and resilience. Source: MBIE, Monthly Regional Tourism Estimates
1068	David Meyer	Submitter supports the council continuing to make progress, including encouraging local businesses to invest more. Submitter also supports more projects like the Tauranga container shed markets to add to the city's vibrancy.	Thank you for your positivity and constructive feedback. Our fundraising strategy for Te Manawataki o Te Papa very much includes opportunities for both local businesses and individual philanthropic donors to get involved in partnering with us on the civic development project. We're also looking at developing a city partners' programme, where local businesses can contribute through cash donations or payment in kind. This summer we have been pleased to facilitate the 'Summer in our City Centre' campaign https://www.mytauranga.co.nz/its-on-in-our-city-centre with numerous events and activations encouraging people to visit and enjoy the City Centre. As part of this campaign, we have the Little Big Markets running on the waterfront monthly from December through to March 2024.
1493	Matt Cowley – Tauranga Business Chamber	Submitter comments on the performance measures relating to Economic Development Activity.	We thank the Chamber for their submission, including feedback to the Economic Development performance measures. SSP78 - the percentage of knowledge intensive jobs in Tauranga as a share of total jobs - is the measure that relates directly to the work undertaken by Priority One. There is an opportunity for us to review the performance measures before they're finalised as part of the LTP 2024-2034 deliberations process, and we will be sure to incorporate your feedback into that review, thank you. We will also be working with Priority One on updating their multi-year funding agreement with Council so that their KPIs are relevant and measure direct levels of service - while also being mindful of the need to remain agile in the current economic environment.

EMERGENCY MANAGEMENT

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1448	Buddy Mikaere	Submitter suggests that marae should be used for Emergency Management events, and suggests solar panels should be installed at marae.	<p>Marae play a vital role during emergencies often providing welfare and safe haven for the community. The Emergency Management team at TCC have engaged with a number of Marae across the city through the Kia Takatu Project (Marae Preparedness Programme) (2021), and currently have 5 Marae active in the space, all of whom opened their doors during the severe weather events early 2023. During an emergency, TCC may contact a marae to determine their ability to or willingness to open their facilities to the public. Funding, equipment and training has been provided in relation to emergency response and preparedness.</p> <p>The Emergency Management team will continue to engage with the previously identified marae (as well as other marae across the city) to identify any resources, equipment or training that may be provided to assist the marae in maintaining the capability/capacity to support the community.</p>

FINANCE

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
66	John Bielby	Submitter thinks a rates reduction would be nice.	Council rates cover the costs of providing services and infrastructure demanded by the community. The rising costs experienced across the economy are also experienced by councils. To meet these costs rates are proposed to continue to increase. To lower the amount of rates required we would need to significantly reduce capital expenditure and services provided. If investment in infrastructure and services are reduced, the community is likely to pay in other ways, for example, more time spent in traffic and greater housing shortages.
Other submissions that align with this theme 101, 561, 583, 701, 334, 1288, 1304, 1348, 1387			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
234	Ryan Storm	Submitter requests that council reduces the number of employees and stop wasteful spending.	<p>We acknowledge that cost of living increases affect the ability of people to pay for council services and the costs of building new infrastructure. Staff aim to be efficient in their operations and continue to look for efficiencies in delivery and procurement of infrastructure. However, the rising costs experienced across the economy are also experienced by councils. Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them which are paid for through rates and user fees over time.</p> <p>The investments outlined in this Long-term Plan are by far the biggest ever proposed for the city. To achieve what is proposed will need significant investment in our people. Council has increased its staff levels in recent years to deliver a capital investment programme which has more than doubled in the past few years (Council forecasts total capital expenditure for 2023/24 at \$400m compared to \$147m in 2019/20). Council continues to ensure it has the appropriately skilled staff and effective relationships, procurement, and</p>

			contracting processes in place to deliver the capital programme along with our suppliers and contracting partners.
Other submissions that align with this theme 80, 99, 16, 244, 804, 948, 958, 1169, 1272, 1360, 1589, 243, 293, 355, 379, 422, 423, 489, 491, 581, 800, 805, 861, 871, 877, 987, 996, 1005			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
809	Sebastian Quiroga	Submitter states that big companies and businesses should pay higher rates to help the rest of the community.	<p>Council aims to ensure users and ratepayers pay a fair share of the costs of providing services to the city. Some benefit more and have greater ability to pay and these factors are taken into account in setting rates and user charges. The cost of differentiating also needs to be taken into account when deciding on our rates structure. As Tauranga uses a capital value rating system this does consider the size and scale of businesses and the rates they pay. Larger businesses with higher capital values will pay more rates than others.</p> <p>The Rating Policy was amended during the 2022/23 Annual Plan process, council approved an increase in the commercial general rate differential from 1.6 in financial year 2021/22 to 1.9 in 2022/23 with a further increase to 2.1 in 2023/24. The commercial transport targeted rate was also approved to move from 1.6 in financial year 2021/22 to 3.33 in 2022/23 and with a further increase to 5 in 2023/24. The commercial transport targeted rate will be superseded by the IFF TSP levy when it commences in July 2024.</p> <p>In submissions members of the commercial sector requested council to further differentiate the contributions of the commercial sector by separately recognising the benefits received and impacts of the industrial sector in the city.</p> <p>As part of this LTP Council will introduce of a new rating category for industrial properties. This will see an industrial differential at 2.7 times the residential general rate and for the commercial sector to continue to pay a differential of 2.1 in the short term recognising the current challenging economic environment.</p>
Other submissions that align with this theme 1056, 1421, 1427			

77

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
938	Robyn McLennan	Submitter suggests Council is spending too much money.	The community's demands are conveyed to us through consultation on a variety of issues including the 2021-31 Long-term Plan. The commission is continuing the direction agreed with the community in the 2021-31 LTP, with the latest 2024-34 LTP being an update on that direction. We have listened to submitters views on this and deliberated on these submissions during the LTP process. We are aware that if expenditure on infrastructure and services is reduced, the community is likely to pay in other ways, for example, more time spent in traffic and greater housing shortages.
Other submissions that align with this theme 1211, 1272, 1304, 1348, 1387, 1459, 1589			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
14	Kyla Blackmore	Submitter requests that tender prices are adhered to and less is spent on consultants.	Our procurement processes promote competitive tendering and pricing to obtain the best value for money available in the market. Consultants will remain an important part of delivering on projects. It is often more cost efficient and practical to use consultants for specialist and one-off project work. When staff resources and skill sets are required on a regular basis Council will look at bringing this expenditure in house rather than using external consultants.
44	Petra Savicova	Submitter suggests a rates structure based on number of bedrooms in a house, and size of living areas. Submitter suggests rates for apartments to be part of a body corporate fee. Submitter suggests additional rates for people who own more than one property.	To an extent your suggestion about charging rates based on house size does happen. The amount of rates a property pays (residential and commercial) is determined by the capital value of the property concerned. Large houses in an area often have a higher capital value than smaller ones. Some areas of the city have higher capital value than other areas so properties in these higher value areas will pay higher rates.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
72	Rebecca Burns	Submitter requests reduced excess spending.	Council has increased its level of operations to deliver on the large amount of additional infrastructure required for the city. We work hard to ensure that we deliver effectively and avoid "excess expenditure". However, the rising costs experienced across the economy are also experienced by councils. To lower our expenditure, we would need to significantly reduce the proposed capital expenditure provided. If investment in infrastructure is reduced, the community is likely to pay in other ways, for example, more time spent in traffic and greater housing shortages and higher maintenance costs.
77	Gregory Roberts	Submitter thinks we should freeze staff wages.	To attract staff council pays at salary rates consistent with the market. The number of staff is required to deliver services and projects to the levels agreed with the community through the previous Long-term Plan. Council has increased its level of operations to deliver on the large amount of additional infrastructure required for the city. We work hard to ensure that we deliver effectively and efficiently. However, the rising costs experienced across the economy are also experienced by councils.
155	Philip Bourne	Suggestion we adopt an extra tax on top of all purchases (transaction tax) for everyone entering BOP (Hawaiian way).	At present regions are unable to charge taxes on purchases which remains a taxation source limited to central government. We acknowledge the advantages of your suggestion of attracting revenue from visitors as well as residents to the city. Council has for many years submitted to government for a share of GST on subdivision expenditure to assist with the costs of population growth and new infrastructure requirements but to date has not been successful - we are continuing to advocate for such an option.
178	Paul Hamilton	Submitter questions whether the council pays fringe benefit tax on employees' subsidised public transport.	There is an exemption on Fringe Benefit tax for employer-subsidised public transport. This was put in place by the government in April 2023 to encourage the use of public transportation and reduce the number of vehicles on the road and requiring parking.
180	Deb Chaney	Submitter suggests an early payment discount incentive for rates instalments, similar to the dog registration fees.	At present most ratepayers pay early or on time and annual net expenditure is based on this assumption. If ratepayers pay late, they can be charged a penalty which in part reflects the additional cost of borrowing Council faces when payments are not recovered on time. Conversely if a discount was

79

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			allowed on early payments the total amount of rates would need to be increased to cover this discount to early payers.
187	Mark Ward	Submitter states there is too much funding via debt when Council should be making it easier and attractive for commercial development within the CBD.	Council is looking at a variety of ways to fund the needed infrastructure to support our growing city. For capital expenditure debt is a fair way for Council to fund long term assets so that future users also contribute to the costs of this infrastructure not just current ratepayers. We have focused on building relationships with other government agencies and encouraging private investors to invest in the city centre and in new areas for housing growth. If we don't support development of new growth areas and intensification within the city the housing shortage will grow and house prices will continue to increase.
200	Bevan Rakoia – Pacific Island Community Trust Bay of Plenty	Submitter suggests a regional tourism bed tax to fund community facility projects.	Council continues to look at a variety of ways to get regional and non-resident users of our community amenity to pay a share of community facility projects. Tauranga has a relatively small number of accommodation providers so a bed tax has not come through to date as a viable option for revenue relative to administration costs. We will continue to look at this and other options in the future as the economy grows and changes.
212	Andrew Goodwin	Submitter questions how SAP implementation has benefited ratepayers.	SAP has to date been implemented for our core financial system, accounts payable and parts of our human resources systems. The new system replaces an old unstable enterprise resource planning (ERP) system that is no longer supported by the vendor. The new SAP system provides a safe system and efficient platform to undertake, record and report on our transactions and our expenditure to budget, and to interact with customers, suppliers, lessees and our staff and contractors. We are currently extending SAP to our customer data base and communication platforms and then our rates and building consent systems. The goal is to ensure information is accurate and protected and our transactions and records remain reliable and efficient which will be of direct benefit to our ratepayers, other users of Council services and the businesses that work with us.
153	Ian Grace	Submitter questions IFF levy and 'off book' accounting.	We agree that the Infrastructure Financing and Funding (IFF) levy is another charge on ratepayers and therefore we look at both the impact of rates and

80

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			IFF increases in the LTP summary in our consultation document. We acknowledge the cost of living increases affect the ability of people to pay for council services and the costs of building new infrastructure. Staff aim to be efficient in their operations and continue to look for efficiencies in delivery and procurement of infrastructure. However, the rising costs experienced across the economy are also experienced by councils. Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them which are paid for through rates, IFF levies and user fees over time.
313	Stephen Carter	Submitter is supportive of fees and charges but questions whether rates will reduce as a result of implementing new fees and charges.	Council collects funds from user fees and rates to cover the expenditure of services and operating costs associated with capital expenditure on infrastructure projects. More user fees will help to reduce the amount of rates provided but in many cases user fees can not be used to recover costs because the services provide a more general benefit, for example roads, wastewater treatment, stormwater management, and parks and walkways where we can not easily charge user fees.
423	J Mason	Submitter suggests accessing developer and private funding.	Council does look to maximise its funding tools including development contributions to pay for growth infrastructure and looks to attract private investment where possible, for example in the city centre.
459	Stuart Lawson	Submitter asks how many people are currently working in the city centre, and what the projected number of people are forecast to be. Submitter questions what the cost per person is to accommodate the proposed plan.	The population growth assumptions for the Long-term Plan are included in supporting documentation available on the Long-term Plan page of Council's website. Intensification of residential dwellings across the Te Papa peninsula, including the city centre area, is forecast in these assumptions. The investment in Te Manawataki o Te Papa and on the waterfront will complement private sector development already underway.
509	Merilynn Crean	Submitter questions why IFF debt is kept off council's books.	You are correct that the debt arising from expenditure covered by the IFF levy does not show in council's books. This is because under the Infrastructure Funding and Financing Act (IFF) it is taken off balance sheet due to the

81

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			financing arrangements including which agency is ultimately responsible for the debt. This legislation was put in place to recognise that councils alone cannot finance the amount of infrastructure that is needed. However over 30 years as the infrastructure is used this debt will be paid for by current and future ratepayers in Tauranga. By using IFF we are able to ensure that long term infrastructure is paid for more fairly by current and future generations of users of that infrastructure.
516	Heidi Hughes	Submitter suggests introducing an empty house tax.	Council looks at a variety of ways to fund the needed infrastructure to support our growing city. We are aware that options such as you suggest are being explored elsewhere and we will be watching new approaches and considering alternatives over time.
540	Evan Jaine	Submitter queries whether charities pay the same rates as others, whether debt collectors pursue unpaid rates and how much rates are unpaid and written off each year.	Charities generally have rates remission under our rates remission policy which you will find on our website. Council historically has very high rates collection with over 98% in the year rates are due. Outstanding rates are pursued through our debt collection process with most ultimately being recovered. Because rates continue to be pursued over years there is very little rates write down.
577	Tania Delahunty	Requesting costings around the carpark building.	Under either the lease or own option, Council is assumed to be responsible for normal operating costs and repairs. The annual lease cost will therefore reflect sales cost and competitive parking charges at the time of sale.
583	Kirsty Turner	Submitter suggests funding Te Tumu growth through road toll.	Council continues to look at a variety of ways to fund the needed infrastructure to support our growing city. At present tolling of roads by local authorities would require special legislation.
612	Stephanie Jamieson	Submitter is interested in information on debt levels of council and the length of loans and interest rates.	The draft financial strategy consulted on as part of the long-term plan consultation identified the levels of debt over the long term plan. The level of debt (excluding three waters) was identified as peaking in 2033 at over \$1.6b. With three waters it is expected to be over \$2.6b. As of December 2023 our debt was \$1b, with more than half of this debt relating to three waters. Council manages a borrowing portfolio, with almost all borrowing through the local government funding agency (LGFA) so that we continue to raise and pay back loans of varying duration in accordance with our financial policy. Our

82

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			average interest rate assumed for the LTP is 5.5%. Most of this cost of debt is recovered through rates and user fees. These numbers are likely to change based on decisions made as a result of the consultation process.
620	Elizabeth Howell	Submitter does not believe it's fair to keep increasing property rates along with house values, and notes that elderly cannot pay increasing rates on fixed incomes.	Property values are revalued usually every three years to reflect market values as assessed by independent valuers. The amount of rates required to be collected is determined by the costs of providing services and infrastructure, while the share of costs you pay are determined by your property's capital value relative to other properties. Where possible we fund costs through user fees, but many council services provide broad public benefit and it is not possible to charge user fees.
654	Kim Ort	Submitter suggests keeping the rating structure simple and making increases across the board (rather than targeted increases).	Council aims to ensure users and ratepayers pay a fair share of the costs of providing services to the city. Some benefit more and have greater ability to pay and these factors are taken into account in setting rates and user charges. We agree the cost of differentiating also needs to be taken into account when deciding on our rates structure.
656	Scott Robinson	Plan expenditure without taking out loans and invest in assets that make money and don't cost the ratepayer.	The Long-term Plan represents Council's "game plan" and agreement with the community. For capital expenditure, debt is a fair way for Council to fund long term assets so that future users also contribute to the costs of this infrastructure not just current ratepayers. While our debt is growing so are the city's infrastructure assets. Our financial strategy ensures we remain prudent and financially sustainable in our borrowing.
667	Christina Robinson	Submitter suggests better spending management.	Council aims to be efficient in its operations and continues to look for efficiencies in delivery and procurement of infrastructure. The accounting and reporting processes of Council, both financial and non-financial, are defined primarily under the Local Government Act and financial regulations. These processes and documents are audited independently by Audit New Zealand and commented on publicly through our annual report and Long-term Planning processes. Regular reporting is also presented to the Strategy, Finance and Risk Committee covering both financial and non-financial measures.

83

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
671	Bill Capamagian	Submitter suggests local government uses GST.	We agree that there is a strong argument for council gaining the GST from subdivision to fund required infrastructure associated with growth. Council continues to make submissions to government on this proposal.
677	Te Webster – Wepiha Whanau Trust	Asking who will audit the LTP	The consultation document was audited by Audit New Zealand who will also audit our final Long-term Plan.
792	Patricia Giles	Submitter queries how the stadium will be paid for.	Thank you for your comments on the stadium which are considered, with others, before determining the final plan. The costs of relocation of existing users of the domain is included in the Long-term Plan. This relocation reflects advantages identified as part of the Active Reserves Action and Investment Plan and is not directly associated with the stadium. These relocations have been considered favourable, regardless of the decision on the stadium.
802	Blair Knowles	Increase revenue via rezoning of more land and tolling on highways.	Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them which are paid for through rates and user fees over time. We aim to ensure people pay their fair share and to remain affordable to the community. Tolling requires specific legislation for it to be enabled.
850	Matt Coles	Submitter suggests money for stadium should be spent elsewhere.	Thank you for your comment that you consider there are higher roading and infrastructure priorities than a new stadium. These, and others comments, are considered in determining the final plan.
864	Chris Dell	Submitter suggests a public bond to raise money for Te Manawataki o Te Papa, offering to invest in this project in return for a percentage return and the repayment of the debt over time. Submitter suggests council could give ratepayers the option to have this added to their rates invoice over the course of 1-3 years.	Thank you for your suggestion of a public bond. If Council was to issue such a bond the financing risks would remain with Council and therefore it would be considered part of Council's debt cap with the Local Government Funding Agency (LGFA). The cost of these bonds would attract credit margins and administrative costs above the normal cost of borrowing for Council from LGFA. The Infrastructure Funding and Financing Act (IFF) provides for investment from a wider range of investors.

84

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
893	Brigid McDonald	Asking for a reason why Council didn't recover the full cost of local urban infrastructure via DCs at the time. And supports recovery from developers.	Development contributions are set under the Local Government Act 2002. This legislation controls how development contributions may be set and charged. Before development occurs, Council plans the required expenditure and estimates costs. There is a limit to how much risk we are able to factor into these costings in setting development contributions. As the infrastructure is built, if costs are higher, we are unable to go back and recover the additional costs from developers and others who have already paid development contributions. Those yet to pay can also only be required to pay their fair share. This leaves us with stranded debt, which is either recovered from all ratepayers or, as proposed, from those in the area the infrastructure is located. This is the basis of the proposal for consultation.
977	Antony Davis	Suggesting we are spending too much on staff/contractor costs.	Council has increased its level of operations to deliver on the large amount of additional infrastructure required for the city. We continue to look for ways to ensure that we deliver effectively and efficiently. However, the rising costs experienced across the economy are also experienced by councils. Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them.
1005	Rose Mccowan	Would like to see a transparent budget in the LTP.	Project budgets are included in the supporting documentation to the consultation document on the Long-term Plan (available on the consultation page on Council's website). This supporting documentation is published in the final adopted Long-term Plan. It is then reported against publicly each quarter in terms of both financial and non-financial performance measures. These reports are published with the agendas for the relevant meetings of the Strategy, Finance and Risk Committee and are available on our website. The Annual Report shows performance against budget. It is independently audited and published on our website.
1060	Dina Sullivan	Submitter suggests a tourism tax (bed tax) to fund infrastructure.	We acknowledge the advantages of your suggestion of attracting revenue from visitors as well as residents to the city. To date Council has not pursued a visitor "bed" tax. When investigated in the past, noting the small number of hotel and motel businesses relative to other tourist cities, it appeared to have high administrative cost relative to revenue. However we continue to consider

85

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			other options such as fees and charges which is a way of receiving payment from visitors.
1063	Barry Murphy	Submitter suggests that Council spends within its means - with no stadiums, no boat ramp fees, less compliance issues.	Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them which are paid for through rates and user fees over time. Finding the right balance is part of the long-term planning process.
1101	Jo Wills	Submitter concerned with the level of debt council is going into in this LTP	Council continues to look at a variety of ways to fund the needed infrastructure to support our growing city. For capital expenditure, debt is a fair way for Council to fund long term assets so that future users also contribute to the costs of this infrastructure not just current ratepayers. Council balances the need for investment with financial sustainability which considers the amount of debt and forecast revenue over time. This is detailed in the financial strategy.
1164	Diane Goldsack	Submitter suggests targeted rates in the city centre to pay for the stadium.	The stadium proposal is to benefit the wider community not just those who live in the city centre. Therefore, limiting the charge to just the city centre would not fairly reflect who receives the benefit.
1189	Hamish Carter	Submitter is very supportive of work to catch up on infrastructure development and maintenance across the city, as well as of projects to invigorate the city - particularly in the city centre.	Thank you for your feedback endorsing investment to address future investment in Tauranga. Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them which are paid for through rates and user fees over time. We are aware if we do not invest people will pay in other ways and are excited to see continued private and public investment in the city centre.
1237	Warren Banks	Need to publish budget first, then have a discussion about what options are moved forward	Thank you for your comments on various services of council. Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them. The consultation on the Long-term Plan is one of many opportunities to consult with and provide feedback to council, these are advertised and information is also available on our website.
1241	Nicholas Sanderson	Submitter suggests museum and stadium are not affordable.	Thank you for your views regarding not supporting the stadium or museum as a priority over other required expenditure. All submissions are considered before the final Long-term Plan is adopted.

86

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1272	Rick Stone	Submitter suggests delaying Te Manawataki o Te Papa project until it is affordable.	Te Manawataki o Te Papa is budgeted within the current Long-term Plan with much of the work underway. The financial strategy and phasing of projects in the Long-term Plan aims to ensure that prioritised projects are delivered considering affordability.
1309	Telessa Nahi	Submitter requests information on rates in relation to the wharf, container parks and logging storage.	Council is limited in the amount of rates it can charge Ports because areas that can be defined as wharves and for loading and unloading of freight including logs and containers are not rateable. Rates are charged on areas of storage that are of a duration not to be classified as loading and unloading.
1334	Kathryn Ison	Submitter suggests a bed tax for people renting their properties out as accommodation, and refers to Noosa local law as an example of this in practice.	Thank you for your suggestion. Council, as part of the long-term plan process, looks at options to ensure people pay their fair share of the costs of Council services and investment. We will continue in the future to look at options such as rating of short-term accommodation which includes assessing the likely impacts, benefits and administrative costs as outlined in our revenue and financing policy.
1388	Gary Allis	Submitter states that off books funding such as IFF should be included in the rating models and the LTP, and should be included in the total council/ratepayer share of any project.	We agree with your comment that the Infrastructure Financing and Funding (IFF) off-balance sheet financing arrangements should be recognised as funding contributions made by ratepayers. This is shown in our key financials summary as the total cost to ratepayers which is included in the consultation document. It is taken into account by Council when considering the financial impact of proposed rates increases. Also as part of the development of any IFF levy, affordability analysis is required showing the impact on ratepayers of all amounts payable.
1459	Kathy Crowther	Submitter suggests spending money for stadium elsewhere.	Council seeks to balance the demands of the community for services and infrastructure with the costs of providing them which are paid for through rates and user fees over time. The deliberations on the stadium will take into account this balance.
1461	Neil Pollett – Save Marine Park	Submitter is concerned with the amount of Council debt without a mandate from Tauranga people.	We acknowledge the cost of living increases affect the ability of people to pay for Council services and the costs of building new infrastructure. Council continues to look at a variety of ways to fund the needed infrastructure to support our growing city. For capital expenditure, debt is a fair way for Council to fund long term assets so that future users also contribute to the

87

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			costs of this infrastructure not just current ratepayers. We operate within a financial strategy which ensures that Council remains sustainable over time taking into account the level of debt over time and forecast revenue levels. The capital programme has been developed through consultation with the community in the development of investment and action plans and other consulted plans and strategies and the draft Long-term Plan is also consulted on to ensure community mandate for the plan.
1493	Matt Cowley – Tauranga Business Chamber	Chamber made comments on the Financial Strategy	Thank you for your acknowledgement and support of Council looking for alternative funding and financing. Council continues to look at a variety of ways to fund the needed infrastructure to support our growing city. We appreciate your feedback in relation to commercial and industrial rating and have taken that into account in our decision on the industrial rating proposal.
1510	Julie Andrews	Submitter makes comments on if the balance is right for the LTP and level of debt	Council continues to look at a variety of ways to fund the needed infrastructure to support our growing city. For capital expenditure, debt is a fair way for Council to fund long term assets so that future users also contribute to the costs of this infrastructure not just current ratepayers. Council balances the need for investment with financial sustainability which considers the amount of debt and forecast revenue over time. This is detailed in the financial strategy.
1511	Glen Crowther – Sustainable BOP	Submitter has made comments on Council Debt and Capex Programme for the LTP -	The Commissioners were requested by Government to produce a Long-term Plan after consultation with the community, before the election of a new council. This will provide the basis of city direction, community needs, infrastructure priorities and a financial framework on which the new council will be able to build over time. Council continues to look at a variety of ways to fund the needed infrastructure to support our growing city. For capital expenditure, debt is a fair way for Council to fund long term assets so that future users also contribute to the costs of this infrastructure not just current ratepayers. The sustainable level of debt and forecast revenue including rates are outlined in the financial strategy. We have also recognised that Council is limited in its borrowing and investment capacity and needs greater support from central

88

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			government and other funding and financing arrangements to enable all the required infrastructure investment to occur over time.
1544	Aaron Collier – Urban Task Force	Submitter supports the use of SPV funding models around infrastructure, but notes that the costs must be affordable for future generations, and considers that the level of the repayment levies at \$2000 - \$2,500 per dwelling may prove to be unaffordable.	Affordability of an infrastructure funding and financing arrangement (IFF) and a full beneficiary analysis are undertaken as part of any IFF. After evaluation of impacts IFF was not supported for the Tauriko West development at present.
1544	Aaron Collier – Urban Task Force	Submitter suggests working with the government to provide GST revenue arrangements, and using the GST revenue to fund infrastructure.	Council has for a number of years submitted to government for a share of GST to support new subdivisions. This is also noted in the coalition agreement with the new government and Council continue to support funding and financing models that allow the financial benefits of investment to be recycled back to Council to allow for further investment, including the allocation of GST.
1549	John Robson	Submitter raises comments on IFF, Financial Strategy and Council Debt.	Thank you for our support for investigating other funding options. Alternative funding and financing and delivery methods will continue to be explored including the use of the private sector in public private partnerships. Council aims to ensure users and ratepayers pay a fair share of the costs of providing services to the city. Some benefit more, or cause more of the costs (eg heavy traffic has more impact on roads which require more maintenance), while others have greater ability to pay than others and therefore enable the city to meet more of the demands for amenity and infrastructure in the city. These matters are set out in our funding needs analysis and inform the revenue and financing policy associated with this consultation. As you noted in your submission regarding the impact of congestion on business costs, if expenditure on infrastructure and services is reduced, the community is likely to pay in other ways, for example, more time spent in traffic and greater housing shortages.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1565	Olive McVicker – Bay of Plenty Regional Council	Submitter raises concerns about the sustainability of infrastructure funding and the cumulative impact on ratepayers. BOPRC requests information on how Council assessed the relative benefits to specific groups of residents and how the broader benefits to regional and inter-regional users were considered.	Council aims to ensure users and ratepayers pay a fair share of the costs of providing services to the city. Some benefit more, or cause more of the costs (eg. heavy traffic has more impact on roads which require more maintenance), while others have greater ability to pay than others and therefore enable the city to meet more of the demands for amenity and infrastructure in the city. These matters are set out in our funding needs analysis and inform the revenue and financing policy associated with this consultation. Development contributions (DCs) charged to developers and people when they build cover most of the costs of the infrastructure required for growth. However, the proposed targeted rates for Bethlehem and Pyes Pa are intended to cover the historic shortfall in collection of development contributions because the costs of infrastructure were higher than estimated when DCs were set. In the case of the proposed targeted rate for Papamoa, the beneficiaries of the proposed infrastructure include both Papamoa residents and future Te Tumu residents. However, the delay in Te Tumu development impacts the total costs of this infrastructure and therefore raises the question of who should pay. Affordability is a key consideration and this includes the cumulative impact of City Council rates, Bay of Plenty Regional Council rates and any further levies such as those under the Infrastructure Funding and Financing Act. This is balanced against the increased costs of not continuing to invest in infrastructure in the city such as the ongoing impacts on housing supply and congestion.
1577	Shane Plummer – Bike Tauranga	Submitter has suggestions to improve transparency of Council debt	Council continues to look at a variety of ways to fund the needed infrastructure to support our growing city. For capital expenditure debt is a fair way for Council to fund long term assets so that future users also contribute to the costs of this infrastructure not just current ratepayers. Whilst Infrastructure Financing and Funding (IFF) debt is off balance sheet, and does not form part of Council's debt, the impacts of this

90

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			off balance sheet transaction on ratepayers are taken into account. The proposed levies are included in the consultation document and these are also considered in the overall affordability analysis of developing an IFF levy.
1612	Rod Taylor	Submitter suggests money for stadium be spent on Te Manawataki o Te Papa.	Prioritisation of capital projects is an important part of the Long-term Plan process. The limit on total capital expenditure is set with reference to the financial strategy taking into account debt limits and rates affordability. All submissions will be taken into account before the final Long-term Plan is adopted.
1650	Nigel Tutt – Western Bay of Plenty Infrastructure Forum	Supports the use of new funding streams. Asking council to take a wide view on alternate funding such as PPP.	Thank you for our support for investigating other funding options. Alternative funding and financing and delivery methods will continue to be explored including the use of the private sector in public private partnerships. Council aims to ensure users and ratepayers pay a fair share of the costs of providing services to the city. Some benefit more, or cause more of the costs (eg heavy traffic has more impact on roads which require more maintenance), while others have greater ability to pay than others and therefore enable the city to meet more of the demands for amenity and infrastructure in the city. These matters are set out in our funding needs analysis and inform the revenue and financing policy associated with this consultation. As you noted in your submission regarding the impact of congestion on business costs, if expenditure on infrastructure and services is reduced, the community is likely to pay in other ways, for example, more time spent in traffic and greater housing shortages.

HUMAN RESOURCES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
10	Frank Stuart	Submitter wants a review of council costs and staff numbers.	The level of staffing, including senior managers, is required to deliver services and projects for a growing city in order to meet Council's agreed work programme. Council conducts reviews of staffing levels, quality of services and budgets on a regular basis. The investments outlined in this Long-term Plan are by far the biggest ever proposed for the city. To achieve what is proposed will need significant investment in our people. Council has increased its staff levels in recent years to deliver a capital investment programme which has more than doubled in the past few years (Council forecasts total capital expenditure for 2023/24 at \$400m compared to \$147m in 2019/20). Council aims to be efficient in its operations and continues to look for efficiencies in delivery and procurement of goods and services.
Other submissions that align with this theme 642, 996, 1272, 1544			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
996	Dwayne Roper	Concerned on high level spending of new office building	The new Council building is being delivered for fair market rates, including commercial protections in the agreement that would be associated with buildings of this scale. Expense is being spared, including value engineering within the project from an experienced team.
1173	John Reid	Provide budget for upskilling and augmentation of professional staff	Engineering competence is a continual work in progress. Council only uses accredited Engineers and has a comprehensive training and development programme to ensure that we continue to

92

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>upskill, train and retain our valued employees in order for them to meet the requirements of their roles and responsibilities. Council aims to be efficient in its operations and continues to look for efficiencies in delivery and procurement of goods and services, this includes our training and development programme.</p>
1252	Scott Adams – Carrus	Submitter suggests that Council reviews its staff numbers, and conducts an investigation into levels of efficiency and productivity.	<p>The majority of Tauranga City Council have been at the Council for less than 5 years, many of whom have not come from the public sector. Their insights and experience have ensured that better practices and the challenge to the way things have always been done continue. While frustration does happen, the overall internal surveys and measures of turnover are staff (10-12%) tell Council that the submission suggestions are not occurring.</p> <p>The level of staffing is required to deliver services and projects for a growing city in order to meet Council's agreed work programme. Council conducts reviews of staffing levels, quality of services and budgets on a regular basis.</p> <p>Council aims to be efficient in its operations and continues to look for efficiencies in delivery and procurement of goods and services.</p>
1292	Digby Green	Submitter suggests cutting Council Staff wages rather than charging fees.	<p>The level of staffing is required to deliver services and projects for a growing city in order to meet Council's agreed work programme. Council conducts reviews of staffing levels, staff pay rates, quality of services and budgets on a regular basis.</p> <p>Council aims to be efficient in its operations and continues to look for efficiencies in delivery and procurement of goods and services. The number of car parks is forecast to increase in the down town area, and it is not established that rates is the driving factor behind any businesses that close in downtown.</p>

LEGAL, RISK AND PROCUREMENT

Submission	Name or Organisation	Summary of submission points raised	Council’s proposed response
381	David McConnochie – Forysth Barr	Concerned about money spent on contractors.	Getting better value for money is always our focus and is one of the core principles of our Procurement Policy. We have begun a process of in-housing some of the areas that make sense and constantly review if the value for money and outcomes for the community are better served by hiring staff or using contractors.

LIBRARIES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
540	Evan Jaine	Submitter queries why libraries don't recover their costs	Public Libraries are provided free to residents by all local councils in New Zealand as a core service for the public good, with varying levels of cost recovery to manage demand such as printing and lost book fees. Local authority libraries provide some of their services, such as free computers, with financial support from the Department of Internal Affairs.
645	Alison User	Submitter suggests that libraries be in the main shopping centres and then become satellite shopfronts for Council.	Council plans to construct a new Library & Community Hub in the City Centre with new community hubs which will provide combined library, council and community space at Tauriko West and Te Tumu. The existing libraries at Mount Maunganui, Papamoa and Greerton will become combined community hubs.

SPACES AND PLACES

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
86	Sarah Caldwell	Submitter requests fenced dog parks, similar to what Western BOP is doing.	<p>The Reserves and Open Space Action and Investment Plan notes the need to ensure access to open space is improved as our city intensifies and this may require the purchase of additional land for parks. We are also working with the development community to ensure access to quality open spaces is included in new developments such as that planned for Tauriko West.</p> <p>Dogs are welcome at almost all reserves in Tauranga so long as they are kept 10 metres away from any play equipment. While we have looked at the feasibility of designating a specific reserve as a dog park, we have not been able to identify a site that would avoid a neighbourhood losing the amenity of a local reserve for play and informal recreation by creating a dog park. In addition, a dog park in a specific location may not be accessible to all residents.</p> <p>We note that Western Bay of Plenty District Council has committed to providing 5000m² dog parks in towns across the district. However, our reserves in Tauranga are generally smaller and would be unable to accommodate specific areas for a fenced dog park. However, dogs are welcome at TECT Park which we jointly fund with Western Bay.</p>
Other submissions that align with this theme 109, 534			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
656	Scott Robinson	Bring services back in-house (e.g. lawnmowing)	Council has recently in-housed responsibility for the outdoor maintenance and restoration of reserves, gardens and dunes in Mt Maunganui and Papamoa, and for walkways, natural vegetation areas and structures throughout Tauranga, Mt Maunganui and Papamoa. From 1 July 2024 all Tauranga reserves maintenance will be inhouse. This means our City Operations team take care of mowing (except for roadside mowing which will remain under contract in the short-medium term), weeding, maintenance of structures, pest spraying, gardening and more in those areas ensuring our reserves and open spaces are kept in great condition for residents and visitors to enjoy.
Other submissions that align with this theme 996			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
884	Donald Munro	Submitter requests that council adopts a more environmentally responsible policy towards wetlands and estuaries, and reallocates all money currently allocated to boardwalks to restoration and rehabilitation of these environments.	Council has recently adopted a new Environment Strategy, a Nature and Biodiversity Action and Investment Plan (AIP) and a Climate Action and Investment Plan. As well as informing the development of budgets in the draft Long-term Plan for environmental restoration and enhancement, the strategy and AIPs outline Council's response to climate change, local and national rules around protecting biodiversity, and ensuring the community is able to participate in nature-based activities. This is also captured in the community outcome – "a city that values, protects and enhances our environment" – included in the draft Long-term Plan. We work with the Bay of Plenty Regional Council on a number of environmental projects including the coastal dunes, Kopurererua Valley and Motuopae. We note that the shoreline area of Welcome Bay below Waitaha Road is a significant ecological area in our city plan and as such is included in our

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			environmental programmes. As there is no planned budget for a walkway in Welcome Bay, we cannot reallocate money from that budget to support environmental protection.
Other submissions that align with this theme 1023, 1026, 1515			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1276	Bonnie Pert	Submitter suggests a dedicated roller sports facility.	Council's approach is to provide indoor court facilities that can cater for a range of sports. As the existing Queen Elizabeth Youth Centre will be demolished to provide for the redevelopment of the Memorial Park pool, we have purchased a building on Cameron Road (currently occupied by the Warehouse) to re-develop as an indoor courts space. This facility will be available for bookings by roller sports and other organisations from the end of 2024. We will work with roller sports organisations (including inline hockey) and Bay Venues Ltd to ensure roller sports (including inline hockey) can be accommodated either within the indoor courts network or in a suitable dedicated space.
Other submissions that align with this theme 1280, 1281, 1284, 1287, 1329, 1341, 1274, 1399			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
22	Greg Prescott	Comments on license to occupy and being rates funded rather than fees.	In general, our policy is to ensure that use of council land provides for community benefit with the fees and charges set to reflect that benefit. Some organisations receive a discount from a commercial rate because of the benefit they provide to the community or their charitable status. Where an organisation with a wholly commercial focus leases Council land or buildings, this is charged at market rates.

98

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			We have noted and included your submission in the overall summary consultation feedback.
128	Bob Vialle	Submitter says that fuel tax income should be used to maintain boat ramps.	As the fuel excise tax primarily funds central government initiatives, local councils are not able to access revenue from this tax to fund local community infrastructure such as boat ramps. The idea behind charging fees for boat ramps is to reduce the impact on general ratepayers by transferring some of these costs to those who use and most benefit from the services. In doing so, we aim to create a more equitable and fair fee structure so that users can partially fund the cost of maintaining these facilities.
159	Debbie Lamb	Summary - Would like a boat wash area free of charge	Thank you for your submission. The idea behind charging fees for some use of active reserves (sports fields) is to reduce the impact on general ratepayers by transferring some of those costs to those who use and most benefit from the services. It is not proposed to charge for casual use for the reasons stated in your submission - large areas of open space will become more important for casual recreation and social gathering as the city intensifies. Boat wash facilities are currently available at Marine Park. We are currently developing a masterplan for Marine Park which will consider (among other things) the provision of free, public boat wash facilities. We have noted and included your response in the overarching summary consultation feedback.
162	Evan Riggir	Submitter states that the current state of boat ramps is not acceptable, and if fees are charged then they would expect a huge step up in the level of service at boat ramps. Submitter lists a lot of issues with boat ramps.	Council has a robust maintenance programme to ensure boat ramps remain open and available to the public. However, at times our public facilities are damaged and we welcome members of the public contacting us to ensure that any issues, particularly safety issues, are remedied as quickly as possible. The reasoning behind charging fees for boat ramps is to reduce the impact on general ratepayers by transferring some of those costs to those who use

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			and most benefit from the services. In doing so, we aim to create a more equitable and fair fee structure so that users can partially fund the cost of maintaining these facilities. We are currently developing a masterplan for Marine Park which will consider any required improvements or upgrades to the boat ramps and associated facilities.
282	Snow Fisher	Submitter is asking why there are no shade covers around the BBQ areas on the Mount cycleway extension project.	Artificial shade structures were not included in the design for the Marine Parade shared pathway primarily because of the visual effects of large structures and possible objection from nearby residents. As noted by the Cancer Society, the provision of shade should be functionally, environmentally and aesthetically sympathetic to surrounding areas. Therefore, we looked to provide barbecues and picnic areas in the vicinity of shade trees as well as providing for new trees and other planting in the existing grass area.
333	Ben Moimoi	Submitter requests the installation of basketball courts at Merivale Community Centre and Anzac Park.	We recognise that there are limited play opportunities for Merivale residents. As such, a basketball half court is included in the concept design for the Merivale Community Centre (subject to further detailed design and budget confirmation). There are no current plans to include basketball at Anzac Park, however, we are looking at how best to invest in improvements to reserves and open space (including basketball facilities) in the Gate Pa area. We will consider your submission as that work progresses.
362	Sharon Steward	Submitter is unhappy with how Cameron Rd looks; feels gardens are not good.	Additional planting will be carried out along Cameron Road in this planting season (May - August 2024) to improve the amenity value of the recent upgrade. We will improve the main road entrances into Tauranga over time, by adding colourful gardens. Council has recently in-housed the maintenance responsibility for the outdoor maintenance and restoration of reserves, gardens and dunes in Mt Maunganui and Papamoa, and for walkways, natural vegetation areas and structures throughout Tauranga, Mt

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			Maunganui and Papamoa. From 1 July 2024 all of the Tauranga reserves and garden maintenance will be maintained by councils City Operations team. This means councils own City Operations team will be responsible for all of the mowing (except for roadside mowing which remain under contract for the short-medium term), weeding, maintenance of structures, pest spraying, gardening and more in those areas ensuring our reserves and open space are kept in great condition for residents and visitors to enjoy.
444	Margarita Mikhailova	Submitter suggests a cycle lane between Tauriko and the city centre.	The new trail alongside the Kopurererua River has a suitable surface for cycling and walking. There are no plans to install lights along the path as it does not align with the categorisation of the reserve as an ecological linkage.
521	Coral-lee Ertel	Suggests a long-term strategy for the maintenance of Fergusson Park.	We are developing options as part of current work to develop a long-term plan for Fergusson Park that will support sporting activity on the park. To inform that work, we have received a report outlining the challenges associated with the highwater table and the implication that in the future parts of this site may be under water at mean high water springs. All options for the park will need to consider the implications of this and may include raising the park, improved drainage, artificial turf, or partial relocation.
575	John Thomsen	Submitter would like more clarity on a solution for the lack of indoor space for roller sports, in particular inline hockey. With the removal of Memorial Park and the current users being moved to existing venues, feels this will likely cause issues with sports/activities needing more space to grow.	We have purchased a building on Cameron Road (currently occupied by the Warehouse) to re-develop as an indoor courts space. This replacement facility is centrally located and will provide for roller sports on a bookable basis. It is anticipated to be operational by the end of 2024, which will minimise the length of time between QEYC being decommissioned and the new facility being available.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
613	Jodie Moore	All playgrounds need adequate shade and all toilets should have at least one baby change unit.	We are progressively installing artificial shade in our reserves with an initial focus on reserves where people are likely to spend a significant amount of time, or those reserves where play equipment is due for renewal. We are also investing in future shade through our tree planting programmes. Although it is not our policy to install toilets at every reserve, baby change facilities are generally included in toilets where they are installed.
645	Alison User	Submitter suggests limiting abilities of freedom campers.	Freedom camping in Tauranga is permitted at certain locations (including reserves) as outlined in our Freedom Camping Bylaw. This is because freedom camping is permitted in any local authority area except where it is restricted through a bylaw noting that under section 12 of the Freedom Camping Act 2011 a bylaw cannot have the effect of completely prohibiting freedom camping in a local authority area. Freedom camping bylaws cannot be used to enforce action against people who may be homeless and rough sleeping in reserves. We encourage residents who observe illegal activities in reserves to contact the Police.
686	Richard Hart	Submitter suggests more parks incorporating the landscape.	As part of ongoing work associated with the structure planning of Te Tumu, it has been identified that a significant amount of land is potentially impacted by natural hazards or is otherwise inappropriate for delivering housing due to a range of ecological, cultural, historic or important landscape related matters. As such, these areas not only provide the potential to be used for open space to serve a future community, but also a chance to be included as part of a wider lower Kaituna Park, including adjacent to other public land managed by the Bay of Plenty Regional or Western Bay of Plenty District Councils. We continue to work with the regional and district council to plan and deliver cohesive, connected, open space and recreation areas within the Te Tumu/Lower Kaituna/Maketu area.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			Planning for the delivery of an open space network within Tauriko West is underway, which includes the development of a Wairoa River reserve, to ensure access to the river and connectivity along its length, and enable protection of cultural, ecological and landscape values of the awa.
821	Paula Ryan – Sport New Zealand	Submitter wants to advise Council of the critical role that you and your council play in supporting your local community with opportunities to be physically active. Also suggests can co-fund investments in sports activities.	Thank you for taking the time to send in a submission to our Long-term Plan. We have noted the points you have made. Through our Action & Investment Plans and the funding allowed for in the LTP we are committed to providing ongoing support and facilities for sport and recreation in Tauranga.
825	Mark Dean	Suggestions around our reserves and revegetation enhancement.	Council will continue to support the restoration of reserves and open space in Tauranga, including the Kopurererua Valley. This work is supported by existing budgets for ecological enhancement on reserves and through actions in the recently adopted Nature and Biodiversity Action and Investment Plan. This action and investment plan also recognises the significant role of volunteers in delivering environmental programmes and looks to increase our support to volunteers.
945	Stephen White	Submitter suggests that no money should be spent on building structures on the coast.	The look out area on the base track of Mauao is a way of celebrating an important part of the history of the area. New developments like this add to the mana of the area and provide opportunities for our community and visitors to appreciate all Tauranga has to offer. There are consenting conditions in place when working in the dunes and other sensitive areas. The Marine Parade Coastal Path was designed after comprehensive community consultation, including with mana whenua, and aims to enhance access to the beach while also protecting the adjoining sand dunes and natural vegetation. We understand the need to ensure we protect the

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			natural ecology while increasing connections so that all can experience our natural coastline.
953	Ady van der Beek	Submitter suggests Council should partner with existing organisations in relation to shared facilities for cost efficiency e.g. schools and swimming pools.	Council partners with schools and community organisations where required to ensure community infrastructure is available to the wider community. This includes the Merivale Action Centre at Merivale School and similar at Aquinas College. Such arrangements are not always feasible where the demand from the community is to access the facility (like swimming pools) at any time, including during school hours. We note that the redevelopment of the Memorial Park pool will provide additional facilities for aquatic sports such as water polo.
1237	Warren Banks	Submitter requests that Mauao be kept open.	There are no plans at present to close Mauao to visitors and we continue to invest in improvements to the maunga. As you note, myrtle rust has been detected on Mauao and we will be undertaking appropriate management where needed.
1297	Norman Bell	Submitter notes that, while paying for use of the reserve, they frequently find the toilet facilities locked and the litter bins full.	We have a small charge for markets run by not for profit run markets to offset the administrative cost of managing the space. While we do undertake inspections we also encourage people who have booked a space to contact us immediately if there any maintenance issues that need addressing.
1302	Shirley Dunstan – Tauranga Special Olympics	Submitter requests a suitable, consistent and affordable venue for basketball athletes training for Special Olympics.	Council is planning to demolish the Queen Elizabeth Youth Centre as part of wider plans for the redevelopment of Memorial Park. A replacement indoor courts facility in the city centre near Memorial Park is expected to be available in late 2024 which could possibly accommodate Special Olympics basketball. Council will continue to work with Bay Venues to ensure adequate provision for sports across the network. BayVenues currently charge a community rate at QEYC for local not for profit groups with regular bookings. A similar approach is likely to be introduced at any new facilities.

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1306	Roy Poole	Submitter thanks Council staff for work in maintaining public spaces.	Many thanks for recognising the effort our staff and contractors take in ensuring a high standard of maintenance for our public spaces and community facilities.
1360	Hilary Burrows	Submitter raises concerns about maintenance of street gardens (refer submitter attachment, under targeted rates - urban growth).	Property owners in Coprosma Close and Spinifex Streets pay a targeted rate recognising the additional costs of maintaining the gardens in this location. These street gardens are a higher level of service than provided in other parts of Tauranga. If there are any issues with maintenance, we encourage residents to contact Council so we can address issues as soon as possible.
1372	Gerald Greig – Papamoa Tennis Charitable Trust	Papamoa Tennis Charitable Trust suggests the development of a racquet sports facility	Council is supportive of the Papamoa Tennis Charitable Trust's long-term strategic plan and will continue to support and work with the tennis club to support their future development.
1440	Nick Turner	Suggesting choice of trees planted in certain areas are causing higher rates of asthma and hospital admissions.	Council's general approach to tree planting is to plant the right tree in the right location with the overall aim of increasing our urban tree forest and ensuring a mix of indigenous and exotic species. As the triggers for asthma and allergies vary between people, it is not possible to rule out all triggers and we are reluctant to stop planting entire species. We note the trees at Chapel Street Reserve are well-established providing amenity and shade for the local community.
1446	Claudia West – Mount Business Association	Wants way finding signage in and around the mount, guidelines for street planting and new toilet block for Te Papa O Ngā Manu Porotakataka	Council is developing a citywide wayfinding and signage strategy in 2024 to better support place making and to create a sense of belonging. This is also a key action in the recently adopted Reserves and Open Space Action and Investment Plan. Priority areas for investment will be identified through the development of the strategy. Similarly, the Nature and Biodiversity Action and Investment Plan includes an action to develop planting guides to ensure new planting is appropriate to the environment while providing for an increase in urban canopy and supporting habitat for indigenous fauna.

105

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			It is intended to replace a total of 85 street light poles in the first half of the 2024 calendar year. We are currently designing the replacement toilet block for Te Papa o Nga Manu Porotakataka with construction planned for later this year.
1483	Brent Sheldrake – Sport NZ	Submitter supports development Bay Park, Blake Park, and Memorial Park, and suggests investment in spaces and places in Eastern and Western growth areas	Thank you for your support of our proposed investment in community facilities and amenities outlined in the Long-term Plan. We are committed to providing both current and future Tauranga residents with high quality facilities that serve a range of community needs. To that end, we are working to ensure that future growth areas provide for the recreational needs of residents as well as upgrades at existing facilities. The idea behind the proposed charges for sports field use is to reduce the impact on general ratepayers by transferring some of the costs on to those who most benefit from the service.
1495	Larissa Cuff – Sport Bay of Plenty	Sport Bay of Plenty supports Council's proposal to invest \$616 million in community facilities and amenity – particularly aquatics, sports halls and sports fields. However they are suggesting Council needs to address the supply and demand of sports fields and facilities across Tauranga. Supply and Demand data from 2021 shows a clear shortfall in facilities for both winter and summer codes. Please see attachment.	Many thanks for your support for our planned investment in community sport and recreation facilities. As noted, the Merivale play study led by Sport Bay of Plenty emphasises the role of reserves and open space in providing for community wellbeing. The importance of retaining local reserves and open space identified in the Merivale neighbourhood play study is reflected in both the Reserves and Open Space and Play Active Recreation Action and Investment Plans. As we develop our reserves programme, we can engage with local communities to ensure their needs are identified as part of reserve enhancement projects. We currently have a significant programme of work to improve our active reserves to provide for additional capacity for sporting organisations, including ensuring consideration of active recreation needs is included in planning for new growth areas. We look forward to continuing our partnership with Sport Bay of Plenty.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1499	Clare Sigley – Toi Te Ora	<p>Submitter Seeks Council to consider to:</p> <ul style="list-style-type: none"> • Develop separate, but linked, plans for climate change mitigation and adaptation with reference to severe weather events, land use planning and infrastructure decisions(eg related to drinking water, sewerage and storm water). Specifically, avoid development in known flood and slip zones, consider managed retreat where appropriate, and plan for risks to sanitary service infrastructure. • Show leadership to the community by prioritising emissions reduction measures in all council decisions and activities. • Utilise natural environment-based responses such as increased vegetation, sponge city design, blue and green carbon sinks, restoration, and protection of indigenous vegetation, and 'room to move' river management approaches. • Integrate land use and transport planning to reduce urban sprawl, incorporate public and active transport planning and protect food growing areas and remaining natural environments. 	<p>Council has recently adopted a new strategic framework including both a climate change and a nature and biodiversity action and investment plan. These action and investment plans supported the development of budgets with the long-term plan to protect and enhance our natural environment and to ensure Council can adopt climate friendly practices.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		<ul style="list-style-type: none"> • Prepare heat health plans including heat vulnerability index assessments. • Plan for the likely effects of climate change in partnership with local communities, with a particular focus on priority populations (Māori, ethnically diverse, children, elderly, and people with disabilities). • Include mental health and social impacts in all climate change planning. 	
1519	Katy McGinty – Western Bay of Plenty District Council	Submitter makes suggestions relating to the sub-regional parks network, and Te Ranga Reserve development.	<p>Thank you for your support for the development of Te Ranga Reserve. This is a significant historic site in our area.</p> <p>Our recently adopted Reserves and Open Space and Play Active Recreation and Sport (PARS) Action and Investment Plans continue our support for sub-regional parks and the development of Te Ranga Reserve. We are also continuing to invest in Omanawa Falls Reserve and McLaren Falls parks located in the Western Bay of Plenty area. The PARS Plan also includes a commitment to participate in the development and delivery of the regional Spaces and Places strategy, recognising the role our facilities in providing for the subregion.</p> <p>The idea behind charging fees for boat ramps and sports fields is to reduce the impact on general ratepayers by transferring some of the costs to maintain those services on to the persons who most benefit from the service. We will continue to work with user groups to ensure fees are manageable and do not create impacts on facilities elsewhere.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1548	Sam Newton – Recreation Aotearoa	Summary: Recreation Aotearoa suggests that Council should: consider and invest in providing opportunities to reflect Te Ao Māori views of recreation to support Māori to recreate; Strategically prioritise and allocate funds to enhance accessibility within existing budgets for investment in public recreations spaces to address diverse need of people with disabilities; efficient use of funding at national, regional and local levels; the LTP should pay more regard to to the provision and expansion of urban greenspace within Tauranga by way of a regionally appropriate well funded tree planting in public spaces; investment in the provision of more accessible play equipment as well as consultation and collaboration with these communities and that further consideration be given to incorporating much more if not all of the PARS AIP into the LTP.	Thank you for taking the time to send in a submission to our Long-term Plan. We have noted the points you have made. Through our Action Investment Plans and the funding allowed for in the LTP we are committed to providing ongoing support and facilities for sport and recreation in Tauranga.
1585	Susan	Submitter opposes the use of chemicals such as glyphosate.	Council's policy is to ensure effective vegetation management on council-maintained land which may include the use of agrichemicals, including glyphosate. We maintain a number of glyphosate-free playgrounds and reserves as part of our commitment to reduce the use of agrichemicals on council-maintained land. A list of agrichemicals approved by Council for use in Tauranga is publicly available. In addition, any agrichemicals

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			used in New Zealand, including Tauranga, must first be approved by the Environmental Protection Authority.
1602	Andrew von Dadelszen – Tauranga Rotary Centennial Trust for the Kopurererua Valley Reserve Development	Submitter highlights their work and goals, and commitment to collaborating with council on conservation initiatives and to promote events and activities. Submitter is keen to leverage its Charitable Trust status to seek funding for the Valley's wetland environment that local government may not have access to.	Council is planning to develop a new ten year work programme for the restoration of the Kopurererua Valley reserve with the stream realignment project completing the initial ten year work programme for the reserve. This programme will be developed in partnership with Ngai Tamarawaho and involve key stakeholders such as the Rotary Centennial Trust. Our investment in this reserve will help ensure that there is continued biodiversity increase in this significant blue green corridor. We appreciate the fundraising and volunteer efforts undertaken by Rotary to support this investment. A focus of the new ten year programme will be providing opportunities for the public to become more familiar with the cultural and ecological features of the reserve, including through wayfinding and signage.
1662	Tui Henry - Ngāi Tukairangi Hapu Trust and others	Submitter seeks the return of Mauao recreational reserve to Ngāi Tukairangi	We respectfully acknowledge the aspiration of Ngai Tukairangi to have the Mauao recreational reserve returned to their ownership and that this request has been presented to Council previously. In respect to your request for the recreational reserve to be returned to hapu, this is a korero that is best to happen outside of the Long-term Plan process, rather than within the short timeframe of the Long-term Plan. There are many elements to consider and Council welcomes the opportunity to continue conversations with Ngai Tukairangi.
1682	Diana O'Brien	Submitter has a petition with 225 signatures requesting changing facilities, shower and better water accessibility to be installed at Sulphur Point.	Thank you for your submission and for taking the time to get support from 225 people. We understand what an important space this is to our community. Funding is included in the draft Long-term Plan for design and implementation of a masterplan for Marine Park and Sulphur Point. This masterplan will consider the most appropriate location of new toilets and change facilities as well as ensuring access to the water for a wider range of users.

110

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
7	Megan McKenzie	Submitter thinks that the pathways on Marine Parade are bad and ugly and wants it restored to nature.	The Marine Parade Coastal Path was designed after comprehensive community consultation, including with mana whenua, and aims to enhance access to the beach while also protecting the adjoining sand dunes and natural vegetation. We understand the need to ensure we protect the natural ecology while increasing connections so that all can experience our natural coastline. The path is very well used by the community and visitors and we have received resounding positive feedback.
542	Luke Rutherford	Submitter requests we look into multi-purpose sports ground for roller sports and ice sports	Council is researching new ways to measure key performance indicators to provide our community with clear outcomes of what The Historic Village is striving to achieve, the measure set out the Historic Village Strategic Plan will be part of this plan.
1051	Jonathan Insall-Reid	The north of the city (Bethlehem) deserves equivalent space and facilities to Waipuna Park	Council purchased Poteriwahi (Parau Farms) in part to provide sports fields in the wider Bethlehem area. It is anticipated that this would provide a similar level of service to that of other active reserves like Waipuna Park.
1055	Gail Francis	Please support local dog clubs and provide suitable venues	Council supports providing land for dog training clubs with the Tauranga Dog Training Club based at Morland Fox Park in Greerton and the Mt Maunganui Club being located at Links Ave Reserve. As we are upgrading facilities at Links Ave Reserve, we have suggested Soper Reserve in Mt Maunganui as a relocation option for the club. This space was identified following an assessment of limited available land in the area for clubs and organisations as well as other clubs, organisations and activities who have approached Council requesting a lease of council land for their activity. We are supporting the club to move to Soper Reserve and will be providing the core infrastructure required for them to be successful. In general, dogs are welcome at almost all reserves in Tauranga and there is a one hectare off-leash dog park at TECT Park which

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			we manage in partnership with Western Bay of Plenty District Council.
1368	Krish Singh	Submitter suggests maintenance of Blake Park Pavilion.	We are planning significant investment in Blake Park to recognise its status as a premier active reserve in Tauranga. This includes working with Tauranga Hockey Association to support their plans to upgrade the current hockey pavilion.
820	Bret Dove – Oceanside Street Rods	Lease enquiry	Council is researching new ways to measure key performance indicators to provide our community with clear outcomes of what The Historic Village is striving to achieve, the measure set out in the Historic Village Strategic Plan will be part of this plan.

STORMWATER

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1455	Richard Coles – Momentum Planning and Design Ltd.	Need for strategic thinking re stormwater capital projects in the Te Papa catchment.	We are currently developing a Stormwater Management Plan for the Te Papa catchment that will identify and prioritise stormwater infrastructure investment. The plan seeks long-term solutions that consider both future climate change and land development. It has been developed closely with other Council planning and delivery projects. Significant funding allocation has been made within the Long-term Plan to support this programme of stormwater infrastructure delivery.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1505	Jeff Fletcher – Tumu Kaituna 14 Trust	Submitter wants council to progress Kaituna Stormwater Overflow Project.	The City Waters Planning team are currently updating the Papamoa flood model to support a review of the comprehensive consent and the trigger levels for construction of the Kaituna Overflow. Initial analysis indicates that these trigger levels are some way from being reached and are not anticipated to be reached within the timeframe of the 2024-2034 long-term plan.
Other submissions that align with this theme			
1506			

STRATEGIC INVESTMENT

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
946	Lee Badham	Submitter queries the lack of elder housing and suggests the city needs more elder housing stock.	Council previously has consulted on and then has divested its Elder Housing portfolio. Council sold seven of its nine elder housing villages to Kainga Ora: Homes and Communities (Central Government's public housing provider) in 2023 in order to enhance the provision of housing outcomes. The sales proceeds of the remaining two villages (Hinai Street and Pitau Road) will provide funds to invest in further social, elder and affordable housing outcomes through private divestment. This includes the establishment of the Housing Equity Fund across the Bay of Plenty to provide affordable housing outcomes on a sustainable basis.
1662	Tui Henry - Ngāi Tukairangi Hapu Trust and others	Submitter seeks to be engaged on the future of Tauranga Airport land.	Council is not currently considering any formal proposals relating to divestment or relocation of the airport. However, should that ever be the case, Mana Whenua will be engaged throughout the process. Note also the airport operates under an agreement with the Crown. Any divestment or relocation would require Crown approval to progress.

STRATEGY AND CORPORATE PLANNING

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
19	Steve Allan	Submitter thinks that the LTP should wait until we have an elected Council.	Both the Local Government Act 2002 and the Commission Terms of Reference from the Minister of Local Government require Council to adopt a long-term plan by 30 June 2024. Council has been advised that a legislative change is likely which will defer the required date of adoption to 30 September 2024, however the Commission Terms Of Reference are unlikely to change. The Commission is of the view that a Long-term Plan should be completed and in place prior to the next local government elections in Tauranga which will occur on 20 July 2024. The newly elected council will similarly have a legislative requirement to develop and adopt a long-term plan by 30 June 2027.
Other submissions that align with this theme 356, 385, 396, 402, 406, 442, 514, 553, 568, 616, 635, 636, 831, 844, 925, 955, 1015, 1126, 1130, 1160, 1294, 1357, 1360, 1461, 1478, 1510, 1511, 1549, 1577, 1585			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
253	Jessica Kerr	Challenges with removal of 3am liquor license for bars	On 4 December 2023, Council's Strategy, Finance & Risk Committee resolved to pause the process of the proposed changes to licensing hours in the city centre.
Other submissions that align with this theme 283			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
342	Anna Rogers	Submitter suggests an elected council.	The Minister of Local Government appointed the Commission to make good decisions on behalf of the city and its residents. Local government elections are scheduled for Tauranga on 20 July 2024. At that time the Commission's term will conclude, and the new Council will take office. For more information on the July 2024 election go to our webpage https://www.tauranga.govt.nz/council/about-your-council/elections-2024 .
Other submissions that align with this theme 416, 476, 555, 592, 629, 639, 690, 705, 785			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
317	Karyn Payne	Suggesting 30-to-50-year plans	Council undertakes long-term planning such as the submitter suggests. The infrastructure strategy which supports the Long-term Plan consultation document, and which forms part of the final adopted long-term plan, covers 30 years for instance. Similarly, structure plans for new growth areas and existing areas in the city generally have at least a 30-year life span. Council also has a Vision, strategies and Actions & Investment Plans. These documents are available on our Council website https://www.tauranga.govt.nz/council/council-documents/strategies-and-plans .
384	Maurice O'Reilly	Submitter suggests waiting for new government's 3 waters proposal.	Council has a legal obligation to prepare a long-term plan by 30 June 2024 and to comply with legislation with respect to 3 waters. At the time of preparing the consultation document, Council's processes and documents were consistent with the legislation on water services reform. The independent auditor's report confirms this. Legislation providing new direction for water services reform has now been passed. Council's final long-term plan complies with that legislation and again the independent auditor's report confirms this.
713	Nathan Bonney	Would like to see more focus on infrastructure for	The draft Long-term Plan and draft Mount to Arataki Spatial Plan have been prepared over similar timeframes and with coordination across teams, also

116

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		growth not museums or stadiums.	taking into account the Plan Change 33 process. The Mount to Arataki Spatial Plan provides actions to support future growth anticipated in the area, with the relevant funding provided for in the draft LTP. Preparation for both has included workshops to ensure consistency. Any outcomes of decision making through Plan Change 33, Mount to Arataki Spatial Plan and/or the LTP will be reflected in necessary refinements to other plans.
813	Marcia Van Der Peet	Questions the consultation material and visibility of projects for Papamoa.	The consultation document is focused on the particular topics that Council is actively seeking feedback on. To provide this focus, the consultation document does not, therefore, include reference to all of the projects that Council is planning over the next 10 years, and in the case of infrastructure over the next 30 years. These details can be found in the supporting documentation published alongside the consultation document. These show significant investment in the Papamoa area in future years, the most significant of which is the Papamoa Eastern Interchange which will link the suburb to the Tauranga Eastern Link (State Highway 2) and allow for the further development of the Wairakei town centre. In the medium-term, the planned development of the Te Tumu urban growth area will see significant investment in, and amenity for, that area for the benefit of current and future residents of the coastal strip.
868	Barry Scott	Submitter feels that the proper LGA process has not been followed in regards to the LTP and the stadium.	The proposed community stadium has been the subject of a range of engagement processes since it was first raised. These include direct engagement with affected stakeholders and broader community engagement. The purpose of a long-term consultation document is to provide an effective basis for public participation in Council's decision-making processes relating to content in the proposed long-term plan. This is what has been provided in the consultation document with regard to the proposed community stadium. The independent auditors, appointed by the Controller and Auditor-General, have reviewed the consultation document and have concluded that "the consultation document provides an effective basis for public participation in the Council's decisions about the proposed content of its 2024-34 long-term plan, because it: - fairly represents the matters proposed for inclusion in the long-term plan; and

117

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<ul style="list-style-type: none"> - identifies and explains the main issues and choices facing the Council and city, and the consequences of those choices; and - the information and assumptions underlying the information in the consultation document are reasonable."
868	Barry Scott	Additional documents added, submitter feels our S&E Policy has not been followed and feels that material in the CD is misleading.	Under Council's significance and engagement policy, the submitter is correct that a matter of the significance of the proposed community stadium would be expected to be consulted on using the special consultative procedure set down in the Local Government Act 2002. This is precisely what has happened through the long-term plan consultation process: Council has identified a proposed approach for the community stadium and has consulted on that proposal in accordance with the special consultative procedure.
901	Sarah Veitch	Submitter thinks questionnaire is biased towards a perceived outcome.	<p>The Local Government Act 2002 requires that the long-term plan consultation document clearly sets out council's proposed approach to an issue, as well as other options. We recognise that this requirement to clearly identify Council's proposed approach may create perceptions of bias. However, all issues in the consultation document are undecided until after the consultation process is completed and submissions have been considered.</p> <p>The consultation document is also audited by Audit New Zealand to ensure no bias. The Audit New Zealand opinion on the consultation document was:</p> <p><i>"the consultation document provides an effective basis for public participation in the Council's decisions about the proposed content of its 2024-34 long-term plan because it fairly represents the matters proposed for inclusion in the Long-term plan; and identifies and explains the main issues and choices facing the Council and the city, and the consequences of those choices; and the information and assumptions underlying the information in the consultation document are reasonable".</i></p>
1101	Jo Wills	Submitter wonders where sustainability fits into this LTP?	Thank you for your submission and call for more sustainability within the Long-Term Plan. The people of Tauranga have consistently rated the natural environment as their number one priority. Tauranga Taurikura, our Environment Strategy, provides a pathway to valuing, protecting and enhancing our natural

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			environment, and through this to prioritising nature in our city. Amongst others, our next steps are to implement the Climate Action and Investment Plan (AIP), Nature and Biodiversity AIP, and Waste Management and Minimisation Plan (WMMP). These are all provided for within the long-term plan.
1112	Dion McCall	Submitter suggests that Commissioners also need to be subject to the push to get commuters out of cars.	The commission do have car parks available for their use. However, they also use public transport and car pool when they are attending to Council business.
1124	Graeme Wilson	Submitter compliments Commissioner for listening during LTP process.	Thank you for your support. The Commission has listened to the community both in terms of outcomes sought and the level of financial investment the community is prepared to make. The Long Term consulted on reflects the Commissions view of the appropriate balance of investment and associated rates levels.
1532	Nathan York-Bluehaven Group	Submitter has issues with the transparency of the LTP consultation document.	The Local Government Act 2002 specifically requires that the consultation document is not a fully detailed draft Long-term Plan. Instead, it needs to be 'a fair representation of the matters that are proposed for inclusion in the long-term plan'. To ensure that our planning is fully transparent, all of the supporting information, including detail capital expenditure schedules, are included on our website alongside the consultation document: https://letstalk.tauranga.govt.nz/projects/long-term-plan-2024-34 . With regard to capital projects, we draw particular attention to the items titled 'Draft Groups of Activities' and 'Draft Infrastructure Strategy' under the 'Supporting information' heading.
1565	Olive McVicker – Bay of Plenty Regional Council	Submitter acknowledges the strong relationship with Council	Thank you for the comments. We too strongly value the relationship between the two councils.
1585	Susan	Submitter suggests consultation was at the wrong time.	In order to adopt a final long-term plan before the local election process starts in earnest, consultation during November and December was inevitable. We thank you and the more than 2,000 others who found time in this busy period to input into the process by sending us your thoughts.

119

2024-2034 LTP - Responses to other topics

SUSTAINABILITY AND WASTE

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1173	John Reid	Provide a refuse transfer station in the west of the city	<p>Tauranga City Council has recently undertaken a Bay of Plenty Regional Waste Infrastructure Analysis aimed at determining the waste infrastructure needs for the greater region along with a sub-regional Circular Economy Project identifying opportunities to transition our city towards a circular economy. These studies were undertaken in collaboration with the Western Bay of Plenty District Council and other relevant councils. They highlight the need for a well-functioning waste infrastructure network that is critical to support and enable population growth in the Bay of Plenty. Councils across the region have invested in waste services such as the kerbside collection, but there has been a notable lag in addressing the associated infrastructure requirements. The next steps of the studies will address and determine:</p> <ul style="list-style-type: none"> • Undertake schematic design of an updated 'Waste Infrastructure Network', that incorporates existing infrastructure and service needs, as well as future requirements, including a new transfer station and organic waste processing facility. The schematic design will uncover the requirements for each piece of infrastructure, as well as ensure they are designed to complement each other and allow for future growth for the sub-region. This process will allow Council to identify the costs associated with establishing the network as well as expected increases in diversion rates and will put Council in a better position to update required budgets in the next LTP as well as seek external funding, e.g. through TECT and applications to the MfE's Waste Minimisation Fund. • Undertake investigations to identify the best method for processing the sub-region's organic waste (Whakatane District

120

2024-2034 LTP - Responses to other topics

			Council has also expressed interest in this). This may include establishing a local composting facility (including buying land), continuing to use the facility at Hampton Downs or looking at existing nearby facilities such as EcoGas. Once the investigations are complete, an Issues and Options paper will be presented to Council on the best options to explore further.
Other submissions that align with this theme 1349, 1351, 1510, 1511			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1237	Warren Banks	Council needs to promote reuse more.	<p>Tauranga City's first Climate Action and Investment Plan ("AIP") was adopted in August 2023. The AIP is a proactive response plan to the identified impacts of climate change and responds to the national Emissions Reduction Plan and the National Adaptation Plan. The Climate AIP contains a number of relevant actions that link waste management to reducing emissions such as:</p> <p>33. Set a resource efficiency and waste minimisation policy to ensure that all Council projects >\$2 million manage and minimise construction and demolition waste.</p> <p>34. Identify and establish sub-regional waste infrastructure required to further reduce waste to landfill.</p> <p>35. Fund a community resource recovery centre and waste minimisation education centre.</p> <p>In relation to hydrogen and EV charging stations:</p> <p>65. Transport - Hydrogen X - development of a consortium of companies to develop and implement a Hydrogen fuel strategy for heavy vehicle transport adoption for Tauranga.</p>

			<p>21. Support the public EV charging infrastructure plan with partners for all centres (to be included in the implementation plans for the Council Parking Strategy and funding provided).</p> <p>25. Support BoPRC to electrify the bus fleet by BoPRC developing a bus fleet transition plan, including bus charging infrastructure.</p> <p>In combination with the above, a number of targets have been set within the Waste Management and Minimisation Plan (WMMP) 2022-2028 to address recycling:</p> <p>30. Investigate, consider, trial, and implement changes associated with public place litter and recycling bins and collection services with effective communication.</p> <p>40. Ensure the community are informed of and utilise both existing and new waste/recycling services and facilities through effective communications, resources, and behavioural change programmes.</p> <p>At present all Priority Actions in the Climate AIP are fully or partially funded through the 2024-34 Long-term Plan, along with WMMP actions. Work in this area continues to evolve at both a local and national level and will remain an ongoing priority for Council through this LTP and beyond.</p>
<p>Other submissions that align with this theme 1360, 1493, 1496, 1499, 1510, 1511, 1513</p>			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
518	Kate McGovern	Submitter suggests considering the impact of climate change on low lying council land and reserves and questions whether the LTP contains work needed to protect and prolong council assets.	<p>Work to consider the projected impact of climate change on Council assets and land (and more broadly at a local / regional level) is underway and planned to continue through a number of channels. Two of the key plans / work programmes that capture this are:</p> <p>Infrastructure Resilience Programme:</p> <p>In 2017, Council committed to building a resilient city through creation of an Infrastructure Resilience Programme. Council researched, mapped, and assessed the natural hazards (including inundation and coastal erosion)</p>

122

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>that impact the city to understand areas of risk. The areas of risk were assessed against infrastructure criticality and services that support the community (e.g., water pipes, bridges, roads, etc.) to identify 'hot spots' of risk exposure. Projects were formed to mitigate the risk, and each project's ability to reduce the risk to a residual level (impact on baseline risk). This informed a substantial programme of capital expenditure on Infrastructure Resilience through the previous (2021-31) Long-term Plan. Project prioritisation within the Infrastructure Resilience Programme is an ongoing task, as climate considerations are being integrated into new infrastructure developments and asset renewals. A high priority for the 2024-34 Long-term Plan is to ensure the resilience of bridges in the city (Chapel Street, Turret Road, Waihi Road and Matua) and wastewater and water projects (Opal Drive Pump Station, Wairakei Pump Station and Rising Main, and Cambridge Reservoir trunk main relocations).</p> <p>Climate Action and Investment Plan:</p> <p>Tauranga City's first Climate Action and Investment Plan ("AIP") was adopted in August 2023. The Climate AIP is a proactive response plan to the identified impacts of climate change and responds to the national Emissions Reduction Plan and the National Adaptation Plan. The AIP builds on the considerable amount of data and information that has been collated by Council over the past couple of years (including re natural hazards and infrastructure resilience as outlined above).</p> <p>The Climate AIP contains a number of relevant actions including:</p> <ol style="list-style-type: none"> 1. Develop a localised Climate Change Risk and Vulnerability Assessment to build on the regional Climate Change Risk Assessment developed by Bay of Plenty Regional Council 9. Include climate resilience and low carbon asset management strategy in asset management planning for Council assets 13. Measure annual costs of maintenance and repairs from extreme weather events (including drought) for Council assets and operations.

123

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>19. Deliver on-the-ground transport projects that support growth and emissions reduction, including: Route and bridge resilience</p> <p>22. Incorporate climate risk considerations into road asset management planning...</p> <p>28. High level community awareness programme on the impacts of climate change on the city and long-term adaptation options, including managed retreat, for those parts of the city most at risk</p> <p>36. Include additional climate risks such as heat, humidity, drought and fire in Council's Infrastructure Resilience Programme</p> <p>37. Investigate wastewater treatment plant sites, to understand detailed natural hazards/climate change risks and prepare specific adaptation plans</p> <p>48. Undertake a climate change risk and impact assessment to vulnerable people and communities including identification of at-risk areas/suburbs and development of adaptation plans for areas at highest risk</p> <p>55. Support community and iwi-led adaptation planning through funding and access to hazard/exposure information (and relevant guidance such as national adaptation toolkits, etc)</p> <p>71. Increase the utilisation of publicly owned land for Nature Based Solutions such as enhancing existing, and creating new, wetlands</p> <p>72. Review open spaces, wetlands and plantings in the city through the lens of carbon capture, adaptation, resilience and environmental services (re-evaluation could protect wetlands, soils, and open spaces, and lead to discussions about the future needs of the city in regard to climate change)</p> <p>At present all Priority Actions in the Climate AIP are fully or partially funded through the 2024-34 Long-term Plan.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			Work in this area continues to evolve at both a local and national level and will remain an ongoing priority for Council through this Long-term Plan and beyond.
1519	Katey McGinty – Western Bay of Plenty District Council	Submitter looks forward to continuing to work together to develop a sub-regional approach to waste infrastructure and waste minimisation outcomes.	Council shares Western Bay of Plenty District Council's enthusiasm for further developing a sub-regional approach to waste infrastructure and enhancing waste minimisation outcomes. We look forward to continuing our collaborative efforts for a more sustainable community.

TE POU TAKAWAENGA

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1662	Tui Henry - Ngāi Tukairangi Hapu Trust and others	Submitter feels there is has been a lack of engagement with iwi and hapu for this LTP.	We acknowledge the feedback on timeframes and engagement. The placement of opportunities for Māori is largely guided by advice from iwi and hapu reps with an open ear to other suggestions. Through the last LTP we held a number of engagement opportunities at marae and at other places determined by our tangata whenua partners however turnout was low still acknowledging that those who came contributed well. In addition we did hold the subsequent hearings at more varied locations and this was well attended and had positive feedback all around. Upon review, this LTP has had a number of general open sessions in the leadup and focussed on ensuring a marae is part of the hearings process. Last year that was held at Whetu Marae and this year we can confirm Huria Marae will be hosting a day of hearings. In the leadup there have been a mix of dedicated opportunities for tangata whenua to consider the varied topics for consultation with the opportunity for every iwi and hapu to express a desire for more interaction - some of these include joint workshops directly with Commissioners and/or specialised workshops. However, we acknowledge your expression to be more involved and will plan to reach out directly via Takawaenga both now and into the future.
Other submissions that align with this theme 1663			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1196	Whiti Mcleod	Submitter suggests that Council recognise and provide for the needs of tangata whenua.	Takawaenga has utilised the directive from Te Rangapu Mana Whenua o Tauranga Moana (including Ngai te Rangi and Ngati Ranginui as alluded to in the submission) to advocate for due consideration of providing for access to infrastructure to Māori land on any projects that have the opportunity to do so. Those discussions have been included in Waiari Stage 2 as well as several hapu areas where a desire to develop has been indicated including Kaitemako. Takawaenga will continue to actively pursue outcomes that support access to infrastructure for Māori land.
1499	Clare Sigley – Toi Te Ora	Submitter Seeks Council to consider to: <ul style="list-style-type: none"> Careful consideration should be given to how Te Tiriti o Waitangi is upheld and partnering with Māori to enable Tino Rangatiratanga. Undertake training in and apply the Critical Tiriti Analysis tool to assess policies and decision-making processes. Understand the needs of and partner with diverse communities to ensure Council decisions, policies and services are appropriate for different groups to achieve equity for priority populations. 	Thank you for bringing this tool to our attention. Takawaenga will connect with the tool to look at how it may assist with better outcomes including policy development.
1576	Tim Jackson - Turning Point Trust. - Te Taiope Huringanui	Submitter has comments on the Long-term Plan and 2024/25 Fees and Charges lacking a comprehensive understanding of the	Takawaenga congratulates Turning Point on the important services it continues to provide. We would be happy to meet with Tane to discuss ideas and opportunities to recognise and incorporate cultural context for

127

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		unique needs and perspectives of the Māori population, particularly in the context of mental health and addictions.	<p>wellbeing into the LTP in ways that correlate with the scope of Council business and services.</p> <p>Council has a Māori engagement structure that focusses on the LGA requirement to maintain and improve Māori participation at decision making. Representation as guided by Te Rangapu Mana Whenua o Tauranga Moana objectives stretches from the Commission, the Strategic Finance Audit and Risk Committee, Wastewater Management Committees and many others through to Working Parties on Action and Investment Plans for each of the Strategic Decisionmaking Framework strands. These are guided by protocols co-developed with mana whenua. The submission adds healers and practitioners in Māori health and whilst we have regular contact with hauora and other entities we are also open to perhaps participating in joint forums that may have been established by the BOPDHB or Te Whatu Ora with particular interest in cross agency collaboration. We can discuss those ideas when we meet with Tane.</p> <p>As set out above, there are already a number of joint committees often led by representatives from the Māori community eg Joint Standing Committee between Council and Te Rangapu Mana Whenua o Tauranga Moana and we understand the Historic Village has had a close relationship with Ngai Tamarawaho however we will reach out to the hapu to see if they would like to look at other ideas.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1663	Lorin Waetford - Ngāi Tukairangi Ahu Whenua Trust	Submitter recommends Council along with other district and regional Council's should start a collaborative group for Māori land trusts.	We acknowledge your points on the role of Māori land trusts and the complexity and importance they represent in planning processes. As you point out, there is merit in regional and sub-regional approaches and in our area that is largely channelled through SmartGrowth so we are pleased you have raised the same points there and we will look for ways to support a solution to be developed. We understand the connection has been facilitated in a number of planning processes as well as through the Tupakari roles. Over the last few years we have established a couple of channels when Māori land trusts have raised the need and it would be worth exploring whether they might be of use. The first is a smaller focus on papakainga whereby we have a Papakainga Navigator actively engaged in discussions and support in that space. The other is Te Ara Rau which has been led by Māori Land Trusts and supported by Councils to enable ongoing discussions led by trusts.

TRANSPORTATION

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
244	Jatinder Kumara	Submitter says council needs to fix Cameron Road traffic, and notes that even though part of the road is finished, there is still congestion.	<p>Your reference to fixing "Cameron Road traffic" is acknowledged. Cameron Road is recognised by Council as being a major arterial road that is going to be subjected to increase traffic volumes as the city continues to grow. To address these increased traffic flows and recognise future trends in commuter movements, the ability to offer better public options such as dedicated bus lanes and safe cycleways and pedestrian walkways has to be implemented now.</p> <p>With the completion of the construction works for stage 1 on Cameron Road, the flow of traffic has improved considerably, however the benefits of a reduction in congestion going forward can only be realised when Stage 2 of Cameron is completed and alternative forms of transport such as the public bus system can be fully adopted by commuters as being a cheaper and faster form of transport to use.</p> <p>Without planning and delivering infrastructure that is fit for future need we risk having a network and city centre that will not provide sustainable long-term viability for residents, commuters, students, employment, and retail.</p> <p>With the new multi modal design for Cameron Road, the project had to take into consideration an update of many of the existing trunk mains and water connections throughout the road corridor, which also extended into most of the side roads. The renewals had to take into consideration, the age of the existing water infrastructure, which was requiring an update in line with the new works that were going to be completed so that TCC were not going to be having to remove a newly constructed road after a few years to excavate and replace older water mains/connections, when it had the opportunity to carry this out earlier.</p>

			Without planning and delivering infrastructure that is fit for future need we risk having a network and city centre that will not provide sustainable long-term viability for residents, commuters, students, employment, and retail.
Other submissions that align with this theme 483, 926			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
355	Karen Retief	Submitter suggests taking away all cycle lanes	Tauranga's population is expected to grow by up to 78,000 people over the next 50 years, dramatically affecting the way our city looks, feels, and operates. Transport options will need to evolve to meet the needs of a growing population. If we continue at our current rate of car use, congestion across the transport network will only increase. While we recognise people will continue to drive, rebalancing how existing street space is used will provide people more options for how they get around, encouraging changes in travel habits and enabling us to prepare our city for the future. It will be vital that we enable more people to get around safely in low-carbon ways, so we can support growing neighbourhoods, keep traffic flowing for freight and people who need to drive, and a more sustainable future for Tauranga.
Other submissions that align with this theme 848, 1342			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
131	Heather Grace	Wants to see more carparking in the city.	We currently have more parking in the city centre than we did at the beginning of 2023. With over 300 spaces becoming available throughout 2024 with the completion of the Harington Street and 160-176 Devonport

			Road carparks. We have made parking free over the weekend (and after 5pm during the week) in the city centre both on and off street.
Other submissions that align with this theme 271, 876, 1108, 1237, 1377, 1525,			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
237	Karen Towes	Does not want paid parking at the Mount	No decision has been made for the parking management plan in Mount Maunganui. Engagement started in late November 2023 to discuss the issues in the area with the community and was put on hold, so we have not completed the process. There is a council meeting to be held in March to review if we should be restarting engagement, once we have confirmation we will be putting the news out to the public.
Other submissions that align with this theme 292, 469, 1446			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
283	Michelle Meyrick	Suggesting a period of free parking to encourage people back into the central city	In terms of free parking, we have recently completed a two-year trial of free parking in the city centre and the results showed no impact on business performance while making it more difficult for visitors to the city centre to find a carpark. This is because time limited parking encourages all day workers to take the best spots early in the morning and just move their cars throughout the day. When parking is paid it makes the premium spots outside businesses accessible to paying customers. Turnover of those premium spaces in the city centre is necessary to ensure the businesses in town maintain customer access. Managing demand through paid parking also allows more mixed-use spaces with more public areas contributing to city vibrancy and encouraging more customers to come into the city.
Other submissions that align with this theme			

132

2024-2034 LTP - Responses to other topics

357

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
143	Anna Fenn	Free parking considerations for workers in the city	Demand for city centre parking and the competing interests of all day workers and city visitors requires management in the form of paid parking. Council trialled free parking in the city centre for two years and it failed to revitalise the city centre as people took up the spaces all day, making parking unavailable for short term visitors. This is because time limited parking encourages all day workers to take the best spots early in the morning and just move their cars throughout the day. The increased demand has also resulted in pressure further out from the city centre which will need to be managed in the future. Memorial Park is a convenient area to park for free for work, but we also need to consider the residents and park users in the area that are struggling to access the park and their own streets. Paid parking also encourages turnover for the premium spots as people only pay for what they need ensuring the best spots are available to paying customers. There is a Council meeting in March that will give us more information about the future of any potential paid parking expansion and your feedback will assist in that decision making process as well.
Other submissions that align with this theme 594, 619			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
645	Alison User	Submitter suggests improving mobility parking conditions.	We are currently adding mobility spaces in and around the city centre where we are able. If you encounter any locations, you believe need to be added please don't hesitate to get in touch with us. In terms of parents parking, you may need to get in touch with the site that has them directly

133

2024-2034 LTP - Responses to other topics

			as generally we wouldn't implement them and there shouldn't be any on street city wide. The same applies with meter locations if you have any feedback, please don't hesitate to get in touch anytime.
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Other submissions that align with this theme
655

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
47	Deanna Roberts	Comments about parking in city centre	We are currently working to have more parking added to the city centre, we currently have more parking spaces in the city centre than we did at the start of 2023. Paid parking is required for many of our commonly used areas in the city centre due to the high demand for parking which is increasing as the city grows. We are doing what we can to provide extra spaces and end of trip facilities for alternative transport to provide for all using the city centre.

Other submissions that align with this theme
828, 987,

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
696	Suanne Aldrich	Submitter suggests roadwork projects are completed more quickly.	<p>The roadworks maintenance programme of surfacing and road pavement renewals requires warm temperatures and dry conditions to be completed successfully. The majority of our renewals work, which are the larger and more disruptive roadworks, therefore need to be done during the summer construction season.</p> <p>To minimise cost and disruption, we strive to keep the time we have the road open to a minimum. There are construction requirements that must be met to ensure the work achieves quality and performance expectations so roadworks are inevitable to deliver the expected level of service for the</p>

134

2024-2034 LTP - Responses to other topics

			community and road users. As part of this process we must also comply with health and safety, environmental and traffic management requirements. However, Council does acknowledge that we can do better to minimise disruption.
Other submissions that align with this theme 697			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1546	Keni Piahana	Submitter requests footpaths, signage and streetlighting on Waimapu Pa Rd.	<p>Council acknowledges your submission in relation to community safety around the Waimapu Pa Road, in particular to the reference to the lack of footpaths, signage and street lighting.</p> <p>30kph posted speed limits were proposed outside schools and marae as part of our proposed Interim Speed Management Plan (SMP). All local authorities were required to prepare SMPs (under the Labour Government), however the National-led Government has since cancelled the regional wide reduction in speed limits. We are hoping to continue with lowering speed limits outside schools and marae.</p> <p>We are proposing to install approximately six (low cost) speed humps along Waimapu Pa Rd in late 2024, funded from the Speed Management Plan budget, along with some additional speed signage signs.</p> <p>The existing road markings were repainted in December 2023. Additional streetlights will be added in late 2024.</p> <p>Footpath along Waimapu Road - In the short term, Council could investigate a temporary metal footpath, but this is subject to funding and being able to install sufficient stormwater drainage.</p> <p>Longer term (3 to 5 years) planning for upgrading Waimapu Pa Road to provide kerb and channel, a stormwater drain system and footpaths would need to be funded by future long-term plan programmes i.e. in the 2027/37 plan. Such costs are estimated around \$4M to \$5M as there are major stormwater issues to be addressed.</p>

			Funding for the future upgrading of this road is not included in the current long-term plan. We will seek NZTA for approval to include the road improvements into the next long-term plan review for the 2027/30 period.
Other submissions that align with this theme 1681			

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
50	Hayden Homberg	Submitter wants to stop spending on Cameron Road.	<p>Redeveloping Cameron Road was needed to replace water pipes that were 100 years old and maximise the road space. Supplying clean water is very important to the city. Supplying road space for all residents to use safely is also important. This work requires significant construction which does cause temporary congestion to increase. Once complete traffic levels will return to normal.</p> <p>Parking space is being changed to allow space for other activities. Additional parking space can be found in parking buildings and newer car parks.</p> <p>The public transport system is operated by Bay of Plenty Regional Council not Tauranga City Council. Higher levels of public transport use will reduce future congestion levels.</p>
85	Matt McGehan	Submitter is unsupportive of more cycle lanes.	<p>Tauranga's population is expected to grow by up to 78,000 people over the next 50 years, dramatically affecting the way our city looks, feels, and operates. Transport options will need to evolve to meet the needs of a growing population. If we continue at our current rate of car use, congestion across the transport network will only increase. While we recognise people will continue to drive, rebalancing how existing street space is used will provide people more options for how they get around, encouraging changes in travel habits and enabling us to prepare our city for the future. It will be vital that we enable more people to get around</p>

136

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			safely in low-carbon ways, so we can support growing neighbourhoods, keep traffic flowing for freight and people who need to drive, and a more sustainable future for Tauranga.
116	Matt Hamilton	Submitter requests foot bridge(s) on Cameron Road for pedestrians and cyclists so that traffic can flow.	From a design perspective Cameron Road is a main arterial route linking North and South ends of Tauranga. No foot bridges have been planned in the redevelopment, however consideration has been given to ensure that both pedestrians and cyclists can travel along Cameron Road safely with the main intersections being managed by traffic lights and pedestrian crossings to allow movement across Cameron Road.
131	Heather Grace	Has made a suggestion to widen roads to make traffic flow faster and reduce emissions from queues	Although wider roads seems like an easy solution to congestion, it only works if the rest of the road network can also handle the additional traffic. If not, traffic bottlenecks happen which can completely gridlock an area. Road widening in urban areas is also very expensive and complex work, often involving property purchase, utility relocations and building new road sections in cramped areas - leading to even more congestion. We would like to be able to do roadworks one project at a time but due to the high volume of improvement programmes to update road networks to keep Tauranga moving, this is not possible. Tauranga City Council is also seeking to improve the efficiency and reduce the cost of traffic management. We hope the review of the rules around traffic management will help reduce the requirements for more simple roadworks. There are some situations where the sequence of work means that some workers have to wait for the chance to complete their part of the job. At times this is unavoidable but we are working to improve this.
162	Evan Riggir	Submitter is not happy with Cameron Road work, and notes that it is difficult to access for emergency services and has created increased pollution and noise.	Council acknowledged that trying to maintain traffic flows while undertaking construction modifications to existing main thoroughfare roads such as Cameron Road, is a challenge and can be very unsettling for many people. The project and construction required was driven by the need for growth and intensification of the area and the need to add a public transport lane and cycling lanes to help offset some of the increased

137

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>traffic volumes. Council acknowledges that this has changed some of the parking areas in an effort to prioritise public transport and active modes. With the new multi modal design for Cameron Road, the project had to take into consideration an update of many of the existing trunk mains and water connections throughout the road corridor, which also extended into most of the side roads. The renewals had to take into consideration the age of the existing water infrastructure, which was requiring an update in line with the new works that were going to be completed so that Council were not going to be having to remove a newly constructed road after a few years to then be excavating and replacing older water mains/connections, when it had the opportunity to carry this out earlier. As you have indicated, the increased activities of construction equipment above the road users will create extra noise and controlled pollution. The positive being that it is only short term while the road is modified. Hopefully, with the completion of the works this month, (March 2024) the flow of traffic along Cameron Road will improve. We recognise that emergency services such as Fire, Ambulance and Police need to have unimpeded access while construction activities are being undertaken, especially in the emergency situations. Again, this can be challenging in some locations with modified surface level changes and temporary construction barriers in place to protect the construction workers, but also to assist in guiding traffic flows. Unfortunately, congestion of traffic can be contributed to by lane closures while such works are underway, again this is only temporary.</p>
178	Paul Hamilton	Submitter is unhappy with the layout of Cameron Road and concerned about use of cycle lanes by escooters, and shared pedestrian and vehicle spaces.	<p>Incorporating a wide cycle path on Cameron Road is due to its projected future use. Our 2031 model predicts Cameron Road cycle use to increase to 2118 daily cycle trips (59% of the 3589 cycle trips into and out of the city centre). E-scooters are permitted to use the cycle path. To support motorists at the intersections where the two way cycleway exists, signs are in the place to highlight the need to give way, with a speed</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			bump to ensure a slower speed environment. While cyclists have the right of way, Council is undertaking extensive education initiatives to encourage them to be vigilant and ride at slower speeds that allow for a quick stop if a motorist makes a mistake. Council will monitor the operation of the cycleway and continue to provide education for all parties on its use.
213	Aaron Jeffries	Suggests adding T3 to existing bus lanes	The limited space that we have to expand the transport network makes options such as using PT lanes and T2/3 lanes to expediate movement practical, and may become part of future planning options. We do understand and appreciate the aspects you raise around Smart Trip and the impacts it could have on parts of the Tauranga community. Equitability and fairness are vital aspects of our work, and will be included in any future considerations.
280	Amy Huntingdon	Submitter suggests fixing the bottleneck intersections like Welcome Bay and Turret Road by including two lanes all the way into the city.	Addressing the congestion and traffic flow on Welcome Bay Road and Turret Road is currently being undertaken by a major project to future proof these key roads. This is considering land space being reallocated at key times to reduce congestion. Roothing investment is a huge cost for Council and needs to be balanced against many other needs and wants presented by the community. We need to balance these to ensure we meet the needs for the greater good.
284	Sian Howells	Submitter would like to see all roadworks finished prior to new ones starting.	Concurrent work is required on many projects at one time so that we can complete them as efficiently as possible. If we wait to finish one before starting the next then work will take even longer. Much of the current roading work is required to fix the roads. This is the only way to sort out the current roading issues. This cannot be done without causing some disruption. We acknowledge we can do better to minimise disruption.
424	Jessie Plumpton	Submitter suggests stadium would need to be supported by better public transport.	Tauranga City Council is planning improvement of the bus stops and shelters across the city, including the city centre. Bay of Plenty Regional Council plan and operate the public transport service. Should the stadium

139

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			be planned to be built, public transport improvements would be planned accordingly.
453	Malcolm Geoffrey Hanson	Submitter unhappy with the current roading including Cameron Road.	<p>Concurrent work is required on many projects at one time so that we can complete them as efficiently as possible. If we wait to finish one before starting the next then work will take even longer.</p> <p>Much of the current roading work is required to fix the roads which needs to occur as a matter of priority due to past underinvestment in the cities infrastructure. This cannot be done without causing some disruption, however, Council does acknowledge that we can do better in minimising disruption.</p> <p>The first stage of the Cameron Road project is now complete and may have resolved many of the issues associated with construction safety and traffic management you mention. The cost of safe (but essential) traffic management during construction is significant, but safety of our staff and contractors is not negotiable.</p> <p>The efficiency gained by having a safe and attractive cycle lane (with signals to deconflict with vehicle traffic) is an effective and efficient way of reducing congestion on this route. Council must make sure the road is safe for all who use it, including school children on bikes during term time, not just motorists.</p>
461	Brett Kaye	Suggesting bus lanes should also be T3 lanes and suggestions around roading ideas.	<p>Council agrees that additional Government funding would allow us to progress the required development across the city and at a higher pace. Welcome Bay access is currently being planned for improvement, with roading, traffic flow, and safety being a priority.</p> <p>T2 and T3 lanes are also being considered on several key routes in the city to relieve congestion.</p> <p>State highway improvements are planned by the New Zealand Transport Agency. Information on SH29 may be found on their website.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
466	Tania Cullen	Submitter suggests delaying new projects until roadworks are complete.	Hewletts Road is a state highway (SH2) and is operated by the New Zealand Transport Agency not Council. Please refer to the NZTA Connecting Mount Manganui project via the NZTA website for further information and engagement on this matter.
468	Kevin Millin	Unsupportive of fees and charges, suggests limited car space be available for vendors on Marine Parade.	Main Beach carparks are sometimes a mixed-use space and we need to balance the competing needs of those who need the carparks and those that want businesses to be accessible for beach goers. Currently businesses do go through an application process and cover the costs for parking onsite.
483	Kriselle Uerata	Unhappy with the roads in general- road works, cones, cycle paths, new roading.	Regarding roadworks - generally the maintenance programme of surfacing and road pavement renewals requires warm temperatures and dry conditions to be completed successfully. The majority of our renewals work, which are the larger and more disruptive roadworks, therefore need to be done during the summer construction season. There are construction requirements that must be met to ensure the work achieves quality and performance expectations so roadworks are inevitable to deliver the expected level of service for the community and road users. As part of this process we must also comply with health and safety, environmental and traffic management requirements. We will aim to do better at minimising disruption. Our data shows that more people are starting to use new shared paths and cycleways on Cameron Rd as temporary traffic management is reduced and we expect those numbers to increase once all construction related activities are completed.
489	Karne Gough	Suggesting better controlled traffic light systems, roundabouts that have a congestion triggered lights only.	Although the population of Tauranga is smaller, many of the movement challenges and issues are similar. We need to look towards cities who have solved these challenges for an example of how we might be able to fix them here. The congestion in Tauranga is largely due to significant population growth exceeding the capacity of existing infrastructure.

141

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>Road works are required to repair and improve our roads which have previously been undermaintained as a way to save money. This current increased investment will cause some disruption.</p> <p>Welcome Bay's transport network is currently being planned for significant investment to improve safety and design, as are parts of Otumoetai. Improving roundabout and intersection design (including traffic signals) is part of these improvements.</p> <p>Improvements long term, are being planned for Hewletts Road. This is part of State Highway 2 and is planned and operated by the New Zealand Transport Agency.</p> <p>Traffic signal (lights) optimisation is something that is undertaken as part of normal traffic signal operation. All the traffic signals in Tauranga are operated by a central computer system that adjusts the traffic signal timings in real-time based on traffic volumes. Tauranga uses the same system as the rest of New Zealand and Australia. Sometimes, particularly during construction projects such as has been happening on Cameron Road, a site will not have functioning vehicle detection. This necessitates the use of timer-based operation that can be less efficient. However even when operating like this, critical sites are carefully monitored, and timing adjustments made to maximise traffic flow. When a signalised intersection is operating at its capacity it can become a bottleneck on the network. Once this has occurred, increasing traffic flow typically requires significant infrastructure changes such as additional traffic lanes or grade separation of conflicting traffic flows.</p> <p>The use of congestion-triggered or part-time traffic signals for entry into roundabouts is not permitted under current New Zealand traffic law. In situations where part time control may be beneficial the permitted system deployed in New Zealand is to use an approach meter, that stops traffic at a red light, set back from the roundabout entry point, to assist traffic on a different approach. This system is currently operating at two roundabouts</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			in Tauranga, the Barkes Corner roundabout and the Elizabeth St / Takitimu Drive roundabout.
513	Joshua Kerr	Suggestions for easing traffic congestion by introducing more lanes in key locations.	Adding additional lanes would require many more millions to be spent on the purchase of land and construction (and significant long term construction disruption to existing traffic). Travelling at morning and afternoon peak times will nearly always encounter congestion on any route within Tauranga due to very high city-wide demand. Barkes Corner will be addressed under the second stage of the Cameron Road project, which may resolve some of the bottleneck issues at that particular junction.
527	Greg Stevenson	Submitter suggests preventative measures such as optimising traffic signal times and addressing bottlenecks.	Innovations such as Smart Trip may be required to manage and fund the future transport network. This will help overcome the historic underinvestment and poor road condition that you mention. Improvement cannot be achieved without causing some disruption, on which we can do better. Traffic signal timing is assessed and optimised on a regular basis. This cannot remove the requirement to wait at red lights when needed, nor can it remove congestion at peak times. Likewise, signage and wayfinding is frequently reviewed and improved. Public transport is planned and operated by Bay of Plenty Regional Council not Tauranga City Council. All service matters must be referred to BOPRC. Tauranga City Council has made significant investment in walking and cycling infrastructure through the Accessible Streets programme. This is one of many programmes and projects aimed at addressing the root cause of congestion in Tauranga through simple solutions.
555	Tom Church	Submitter suggests changes to roads and roadworks.	Roadworks projects are selected by a planning process which includes inputs from our funders, ratepayers and the public. To best influence this process more detail around which projects are preferred is needed in this submission.

143

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>Bumpy Concrete Roads - constructing road pavements in concrete is a new initiative for Tauranga city. Concrete roads are not a new concept but using a road paver to install the concrete is. We agree the ride needs to be improved on and are milling the surface or overlaying with smooth asphalt to achieve this.</p> <p>Many repairs such as filling potholes are in place to “hold” the road until we can undertake a permanent repair. Often this can only be done in the summer construction season, or we must wait until funding is available. This means we sometimes have to implement and manage temporary repairs.</p> <p>Council is also seeking to improve the efficiency and reduce the cost of traffic management. We hope the review of the rules around traffic management will help reduce the requirements for simpler roadworks. There are some situations where the sequence of work means that some workers have to wait for the chance to complete their part of the job. At times this is unavoidable, but we are working to improve this.</p> <p>Council regularly interacts with engineers and contractors from different regions and countries to share knowledge and ideas. There are also many people working for Council and our suppliers with experience from other countries.</p>
573	Joan Partridge	Unsupportive of road works at Greerton/ Pyes Pa section of Cameron Road.	Cameron Road is a critical arterial link for the city. As the population in Pyes Pa, Keenan Road, and Tauriko West will continue to grow, roads need to be improved to handle an increased level of use – this includes improving the safety engineering for drivers, students, children, cyclists, and pedestrians. These works will also address emergency vehicle and public transport access to the hospital location.
591	Peter Bayliss	Submitter suggests design of new cycleways is dangerous.	Incorporating a wide cycle path or shared paths, such as on Cameron Road, is due to its projected future use. Our 2031 model predicts Cameron Road cycle use to increase to 2118 daily cycle trips (59% of the 3589 cycle trips into and out of the CBD).

144

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			To support motorists at the intersections and driveways where the two way cycleway exists, signs are in place to highlight the need to give way, with a speed bump to ensure a slower speed environment. Council is undertaking extensive education initiatives to encourage everyone to be vigilant and allow for both parties to make a quick stop if someone makes a mistake. Council will monitor the operation of the cycleway and continue to provide education for all parties on its use.
595	Katie Cox	Submitter suggests a crossing on Tay Street and Tweed Street.	A new roundabout with raised pedestrian crossings is to be installed at the Tay Street / Marine Parade intersection in late 2024. An additional raised pedestrian crossing is also to be installed on Tay Street (near Orkney Road) in late 2024, to provide a safe crossing location for school children and others.
606	Russell Beswick	Submitter would like to see video and audio cameras installed on roadside where burnouts occur. Suggests Otumoetai Road between Beach Road and Levers Road.	Due to privacy laws we cannot record audio from any public CCTV camera. We do actively monitor CCTV cameras in many areas where sustained loss of traction offences are a common occurrence and these offences are reported to the Police with video evidence. The Police then prosecute the offender, often resulting in the vehicle being impounded. Cameras are scheduled to be installed at both the Levers Road/Otumoetai Road intersection and the Beach Road/Otumoetai Road intersection early in 2024.
625	Kathryn Hamilton	Submitter suggests less investment in and reliance on assets associated with private vehicles.	Council frequently reviews its asset holdings alongside strategy for future use and the need to prioritise other areas for development or need. Long-term plan consultation is a key part in these routine engagement and review processes. Investment in the local transport network is an essential function of Council in ensuring that we meet requirements for the future growth of Tauranga – inclusive of improved resilience and enabling mode-shift and mode-change that will lessen the emissions associated with private vehicle use.
652	Christine Hardwick	Roading upgrades have made congestion worse and caused	Making it possible for those who wish to use bicycles or busses is important, as it is not possible for all people to drive private

145

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
		businesses to move as its too difficult to access them. Not everyone wants to (or can) catch a bus or ride a bike. Too many roundabouts and crossings. Too much parking removed from Cameron Road. Will sell up and leave Tauranga when time is right as living here is too difficult now.	vehicles. Council must consider all members of the community when planning transport projects. Council acknowledges that private vehicle use is best for some people's needs. Maintaining and improving the roads is important to making sure private car use can be as good as possible, which does require construction. We do acknowledge that we can do better to further minimise disruption. Removal of trees has been considered within transport projects but is consistently opposed by community feedback. Parking near the laundromat and the dairy on Cameron Road (opposite the fire station) can be found on the opposite side of the road near the pedestrian crossing, or on adjacent streets. As more people move to Tauranga, road use and congestion will increase. Tauranga's population will continue to grow and transport projects are needed now to prepare for this.
670	Gayani Mallawa	Submitter has questioned decisions in the Bayfair roundabout and flyover project.	The Bayfair flyover and the Bayfair to Baypark project is state highway and is led and operated by the New Zealand Transport Agency not Council. Please refer to NZTA for all matters relating to the fly-over and roundabout or the banning of logging and freight trucks on State Highway 2. Public transport is planned and operated by Bay of Plenty Regional Council not Tauranga City Council. Please refer to BOPRC for public transport issues.
685	David Napier	Submitter suggests connecting Matua Saltmarsh and Bethlehem cycleways.	Council has investigated the use of the railway corridor between the Saltmarsh entrance and Bethlehem. Due to the Kiwirail requirements, a cycle path requires a minimum of seven metres setback from the centre of track. This is required for safety reasons and access for maintenance of the rail corridor. The route quickly turns to marsh wetland which then makes the viability challenging. This includes constructability challenges and resource consent requirements. There are also environmental considerations as well as areas that identify as being of historical and

146

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			archaeological significance. Further, much of the adjacent land is not Council owned and hence additional land purchases and/or leases will be required. Unfortunately, a combination of the above factors makes this corridor not viable. A safer alternative is now available with the establishment of the final cycle connection from Carmichael Road along SH2 across the Wairoa Bridge. Further work has also been undertaken to provide improved access through Gordon Carmichael Reserve for access the city centre.
686	Richard Hart	Suggests lighting major bridges at night.	Rail bridge lighting has been considered but was rejected by Kiwirail who own the structure. This is due to fears of locomotive driver confusion. Kiwirail own and operate the bridge so we are obliged to comply with their rulings. The harbour bridges are owned and operated by NZTA Waka Kotahi and any lighting of that structure would need to be decided on by NZTA Waka Kotahi.
696	Susanne Aldrich	Submitter suggests roadwork projects are completed more quickly.	The roadworks maintenance programme of surfacing and road pavement renewals requires warm temperatures and dry conditions to be completed successfully. The majority of our renewals work, which are the larger and more disruptive roadworks, therefore need to be done during the summer construction season. To minimise cost and disruption, we strive to keep the time we have the road open to a minimum. There are construction requirements that must be met to ensure the work achieves quality and performance expectations so roadworks are inevitable to deliver the expected level of service for the community and road users. As part of this process we must also comply with health and safety, environmental and traffic management requirements. However, Council does acknowledge that we can do better to minimise disruption.
697	Florence Butters	Submitter suggests roadwork projects are completed more quickly.	Keeping disruption and delays to a minimum are an important part of managing a roadworks project in order to control overall project costs. Most construction contracts include clauses to penalise contractors

147

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			for running late or excessive traffic delays but at times these still occur for reasons such as poor weather. We understand the frustration around the length of time to complete projects and even though we are constantly looking at different contract models and methodologies to improve performance, we do acknowledge that we can do better in minimising disruption.
772	Bruce Magan	Submitter has lodged a request about the shabby condition of the cobble footpaths in Mount Maunganui CBD. Submitter suggests some intensive spraying of the footpaths, and some of the circular concrete gardens could do with some TLC too.	Thank you for your submission regarding the cobbled area in the Mount Maunganui central business district (CBD). We have an annual programme for deep cleaning of CBDs. The Mount Maunganui area was scheduled for this work to be completed in February 2024.
777	Tom Crain	Suggesting Council work on fixing roads more efficiently and effectively and consider compensating the businesses affected by road works.	Thank you for your suggestions regarding accelerating the completion of roading projects. It is a complex issue as many contractors are working on the roading network on any given day. Not all contractors are employed by Council although we do administer the process of getting access to, and working on, the road. In addition traffic management in New Zealand operates under a code of practice (COPTTM Code of Practice for Temporary Traffic Management) which imposes restrictions on road works sites for health and safety of both workers and the public. This includes the time delay to traffic that is allowed at road works sites. Where Council operates contracts directly many have financial penalties for running late but we must also be reasonable where this happens for reasons outside the contractors control. Due to the demand to work on the network and to balance the use of our roads for all users and stakeholders we also impose limits on the hours that can be worked to reduce congestion and nuisance noise at night. This is to try and achieve a balance between people using the network and completing the work we need to in order to

148

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>keep the network operating and improve parts of it to meet the increasing demand.</p> <p>We can fully understand your frustration but it is a complex situation and one that is a struggle for road controlling authorities in most modern cities. Rest assured that we recognise the issue. We will continue to do our best to provide a better outcome for our community, and acknowledge that we can do better to minimise disruption.</p>
785	Colin King	Unhappy with some new roads, traffic lights and judder bars.	<p>The area around the Parton Road and Tara Road roundabout is changing, with more shops and a growing number of people living nearby, which is making existing issues around speed and the safety of pedestrians (elderly and young children) in the area worse. The new shared paths and signalised crossings at Tara Road and Parton Road roundabout are designed to significantly improve safety for people walking or cycling, especially the elderly residents and school children in the area. Slowing down on the approach to a roundabout is a desired effect - this enables better oversight for drivers as well as prepares them for a stop should the lights change.</p> <p>The location of the crossings is where people naturally prefer to cross. If the crossings are not put where pedestrians prefer to cross the road, people will not use the pedestrian crossings and cross more randomly, where drivers are not expecting them and continuing the risk we are aiming to mitigate.</p> <p>Traffic signal optimisation is something that is undertaken as part of normal traffic signal operation. All the traffic signals in Tauranga are operated by a central computer system that adjusts the traffic signal timings in real-time based on traffic volumes. Sometimes, particularly during construction projects such as Cameron Road, a site will not have functioning vehicle detection. This necessitates the user of timer-based operation that can be less efficient. However even when operating like this, critical sites are carefully monitored, and timing adjustments made to</p>

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			<p>maximise traffic flow. When a signalised intersection is operating at its capacity it can become a bottleneck on the network. Once this has occurred, increasing traffic flow typically requires significant infrastructure changes such as additional traffic lanes or grade separation of conflicting traffic flows.</p> <p>Putting a crossing on a raised safety platform is consistent with current best practice. Vehicle speed is the most significant factor in the severity of a crash, so reducing speed at the point of potential conflict has significant safety benefits</p>
948	Mark Kenyon-Slade – A4Angels NZ Limited	Submitter does not support public transport investment in Tauranga due to its topography and small population, suggesting it is not economical.	<p>The geography of Tauranga is exceptionally challenging to plan, build, and maintain a roading network due to limited space and natural obstacles. Planning now for the future will allow us to ensure Tauranga will not experience such transport challenges to the same degree in the future. The Tauranga public transport service is planned and operated by Bay of Plenty Regional Council rather than Tauranga City Council.</p>
951	Nicola Taylor	Submitter does not support SmartTrip and highlights the difficulties with upgrades to key transport routes, as well as challenges with public transport.	<p>Council acknowledges the impact of conducting essential maintenance and upgrades on the city-wide transport network. These works, such as Cameron Road, are essential to maintain the roads in serviceable condition so that they can be used by all. Specifically in the case of Cameron Road such significant work was required to replace critical water pipes that were a century old and provide clean and reliable water to the city. Council does acknowledge that we could have done better to minimise disruption.</p> <p>The changes to the walking and cycling facilities along Cameron Road, including safety improvements, were suggested by the schools and residents during the consultation stages for those projects and endorsed by the previous elected Council. As we seek to provide balanced outcomes for all users, this may take some time to adjust to for some users. Cyclists, pedestrians, and motorists all need to be planned for in trying to achieve these balanced outcomes.</p>

150

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			Smart Trip and the impacts that charging may have on sections of the community need to be understood through this feedback. This is a complicated consideration and requires consultation such as this to fully understand the impacts it may have.
1101	Jo Wills	Submitter has made comments on consultation of transport projects and feels we should invest in long term sustainable solutions to get people out of cars.	<p>1. The Cameron Road project (Stages 1 and 2) is an opportunity to build critical infrastructure before we have more congestion on Cameron Road. With the planned housing in Tauriko and the changes in housing density in the Te Papa peninsula over the next few years, the congestion on Cameron Road will increase. The planned changes on Cameron Road are designed to ensure residents can use other transport modes which will minimise the additional congestion for those that need to use a motor vehicle. Ultimately, Cameron Road will provide improved walking, cycling and passenger transport options. In addition, with all new Transport projects Council looks at providing space for walking and cycling and where appropriate look at upgrading the bus facilities if it is along a bus route to ensure we can connect safe cycle routes and recreational facilities with commuter facilities.</p> <p>2. In June 2020, a pilot approach was approved to explore how Council can better work with the Arataki community. The objectives were:</p> <ul style="list-style-type: none"> (a) Establishing a stakeholder reference group, or similar structure, made up of delivery agencies and representatives from the various interest groups within the Arataki community bringing all views into one arena (b) Establishing a formalised programme structure to coordinate project engagement that builds in the input of the reference group (c) Maintain the liaison group for at least 12 months. <p>The initial 12-month trial was extended, and extensive consultations and engagements occurred with the community and the Arataki Liaison</p>

151

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>Community Group. The focus going forward will be to proactively keep all stakeholders and the community informed on project(s) progress. There is little scope for increasing the number of lanes on most of our roads. As such, Council will have to look for other solutions to our congested transport network. We are exploring variable road pricing (VRP) and have undertaken a study with NZ Transport Agency Waka Kotahi. The SmartTrip Variable Road Pricing Study, which explored the viability and impacts of congestion charges here in Tauranga, estimates \$88 million could be produced in net revenue per year by 2035 and that would increase to \$158m by 2048. However, no decision on implementing congestion charges has been made yet by Council or NZ Transport Agency Waka Kotahi. Any future SmartTrip implementation would need a change in government legislation to allow the introduction of VRP.</p> <p>Bus services are the responsibility of the Bay of Plenty Regional Council. They are progressing activities to investigate how services can be provided more effectively. We are working with the Regional Council as these investigations develop. We also agree with you that alternatives for congestions need to be explored.</p> <p>Tauranga's transport network has faced increasing pressures as the city has continued to grow and is projected to continue. A coordinated and integrated response to address the issues identified and experienced by the submitter and to manage the increasing demands on the transport network as the city grows is required. The Urban Form and Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan (TSP) sets out how to manage the transport network issues facing the City and wider western Bay of Plenty into the future. The TSP has identified the investments needed to provide a safe, sustainable and more reliable multimodal transport system which provides people with transport choices. The TSP has been developed by Tauranga City Council, Western Bay of Plenty District Council, NZ Transport Agency Waka Kotahi, Bay of</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>Plenty Regional Council, Tangata Whenua, Port of Tauranga, Priority One and KiwiRail. This partnership provides a working platform that gives confidence in a coordinated investment approach. Activities identified in the TSP programme identify the need for improvements to the existing road network (including the arterial state highway network managed by Waka Kotahi NZTA), public transport services (provided by Regional Council) and associated infrastructure, and cycleways and walkways. They also identify the need for policy improvements (e.g., parking policy; bus fares; travel demand management). Council is continuing to work together with key partners like Waka Kotahi New Zealand Transport Agency, Bay of Plenty Regional Council and Western Bay of Plenty District Council to deliver the identified projects. The activities identified by the TSP are included in the draft Long-term Plan. Please note:</p> <p>that the Sustainable Transport Plan is an Auckland Transport Initiative.</p> <p>The Public Transport Committee is not a plan but a committee that puts in place and oversees public transport strategy and policy. It operates under the Land Transport Management Act 2003.</p>
1102	Kevin and Marie Benven	Submitter suggests trucks on Hewletts Rd should use the bus lane.	Hewletts Road is a state highway (SH2) and is operated by the New Zealand Transport Agency not Council. Please refer to the NZTA Connecting Mount Manganui project via the NZTA website for further information and engagement on this matter.
1272	Rick Stone	Submitter suggests roading changes.	We agree with your comment regarding bottlenecks and acknowledge that these do contribute to congestions and delays within Tauranga's transport network. It should also be noted that some of these may have been fit-for-purpose in the past but due to Tauranga's significant growth in the last decade combined with underinvestment in and on our infrastructure, we are experiencing consistent issues within a very strained roading system. There is little scope for increasing the number of lanes on most of our roads and Council will have to look for other solutions to our congested transport network. Of the two bridges you commented on, we only have

153

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>jurisdiction over one (Hairini Bridge). Maungatapu Bridge is on State Highway 29A and therefore under the jurisdiction of NZTA Waka Kotahi. However, we have been in detailed discussions with NZTA Waka Kotahi regarding the bridge (age and bottleneck issues).</p> <p>With respect to Hairini Bridge, we are pleased to inform you that we do have a project currently which is looking at improvements from 15th Avenue to Welcome Bay (Connecting the people. Fifteenth Avenue to Welcome Bay). We collected community feedback in September-October 2023 about our plans to reduce traffic congestion and improve walking and cycling facilities along Fifteenth Avenue, Turret Road, Hairini Bridge and causeway and Welcome Bay Road. Along with technical investigations a high-level summary of the community feedback was presented to Council in late October 2023. Completion of the business case for funding will proceed on the basis of creating a third lane (including a tidal flow system) over the Hairini Bridge and causeway as the preferred short-medium term option. Between April and June 2024, the focus is to complete the business case for submission to the New Zealand Transport Agency mid-2024. A funding decision to continue to a detailed design is anticipated in October 2024. Provided the business case is successful, we will look to engage with the community on the detailed design before any physical works begin.</p>
1289	Katharine Dawson	Submitter suggests bike lanes and footpaths in city centre have been poorly made.	<p>A growing number of people will be living in and around our city centre, so we want to create a destination that our community has told us they want – one that's vibrant, well-planned and safe, a city centre that is accessible and diverse, enhances our natural environment, and has more activities for everyone to enjoy. Together with our city partners, we're on our way to making this a reality, with significant investment and public and private sector projects already committed over the next 10 years, as outlined in Priority One's CBD Blueprint.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			For Cameron Road, our aim is to provide a multimodal system if you travel by car, bus or bike. This includes the provision of cycle facilities that cater for a broader range of ages and abilities by separating people biking or scootering from high volumes of traffic. People that bike vary in age and ability and have different needs and prefer different types of facilities, dependent on their level of confidence and experience. This has been carefully considered within the design, while balancing this against other modes of transport for people wishing to bus or drive.
1306	Roy Poole	Submitter requests transport changes and more carparking.	We are currently working to have more parking added to the City Centre, and currently have more parking spaces in the city centre than we did at the start of 2023. We have also been closely monitoring city centre parker numbers and have seen no drop off in demand since the closure meaning people are parking elsewhere and still coming in. Over 300 spaces are becoming available throughout 2024 with the completion of the Harington Street and 160-176 Devonport Road carparks. In terms of the Mount, we are continuing to look at opportunities to add parking where we can.
1334	Kathryn Ison	Submitter suggests introducing a curfew for heavy vehicles, allowing them to travel only from 11pm-6am.	Council agrees that restricting the times that heavy vehicles are permitted to use the roads could offer a number of benefits, although it would present some challenges to commercial and industrial activities, and would likely require some degree of industry agreement and cooperation. We also note that the majority of traffic to and from the Port of Tauranga uses state highways rather than Council-controlled roads, and so restricting the use of heavy vehicles on local roads would have a limited effect on heavy vehicle movements to and from the port. Council's management of our road network includes consideration of appropriate routes for heavy vehicles, and we can and do introduce restrictions on the use of heavy vehicles on roads where their use constitutes an unacceptable risk.

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1351	Glen Crowther	Fast track Brookfield bus interchange and bus shelters across Brookfield, Otumoetai and Bethlehem	Council is currently planning to undertake a detailed study of the Brookfield public transport facilities and local transport network (including the intersection and safety impacts). Bus shelters across Otumoetai, Bethlehem, and Brookfield are being upgraded as part of a wider effort to improve amenities for those who use public transport.
1387	Sharon Richardson	Submitter suggests car free days.	The history of having a car free day can be found in the 1970s here in New Zealand with the introduction of Car-less Day (1979). But the reason for doing so was due to the petrol shortage and oil crisis. The wider movement started in Europe in the mid-1990s underpinned by environmental reasons/concerns, and went global in the 2000s with the World Carfree Network (WCN). Council supports car free days by joining more than 2,000 cities around the world to celebrate World Car Free Day on or around September 22. We encourage the community to choose your way by getting the bus, riding your bike, e-scooter or lacing up your sneakers and walking to work, school or out to the shops. We also encourage organisations or businesses wanting to cut the costs of parking or fleet vehicles or to assist their employees with a more sustainable or active commute to work by linking them to our Travel Safe workplace programme which can provide support and guidance on alternative options.
1446	Claudia West – Mount Business Association	Submitter wants new street lights at the Mount.	New streetlight columns will be installed in the Mount CBD in May this year as part of our ongoing renewals programme. These will adhere to the new streetscape design that Council and the community have agreed on.
1446	Claudia West – Mount Business Association	Submitter wants new CCTV installed at the mount	CCTV coverage is expanding each year within budget allowances. The May Street carpark location has been identified in the next financial year's forward works plan and will have a camera installed. The service lanes will also be scoped for additional CCTV coverage.

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1493	Matt Cowley – Tauranga Business Chamber	Comments on CAPEX delivery and makes suggestions for Council on projects that create disruption like Cameron Road.	<p>Council recognises that maintaining functional aspects of the city's business and services during delivery of capital projects is very challenging, and often includes aspects and impacts that can be unpredictable. Council acknowledges that we can do better to minimise disruption. As Council moves into a phase of very significant capital investment an emphasis on communication and forecasting with partners and stakeholders needs to be prioritised. Recent establishment of Council units to focus solely on the development of our city centre, with dedicated communication and engagement resources, will improve this communication channel (in both directions).</p> <p>Likewise, a major projects delivery unit is being established to allow dedicated and appropriate resources to be aligned with the delivery of our most significant projects to support the growth of Tauranga, including communication with the community and management of access and throughput aspects during construction phases.</p>
1511	Glen Crowther – Sustainable BOP	Submitter has concerns with consultation on Cameron Rd Stage 2 project.	<p>As part of the Business Case and Concept Design process, Council has facilitated public consultation through implementing an extensive communication and engagement strategy that followed the same process used for the Accessible Streets project. This included (but was not limited to):</p> <ul style="list-style-type: none"> • 12 'in person' community engagement events on the concept design. • Council website which carries regular updates with Key Dates for deliverables and Frequently Asked questions. • Virtual Room which provides visual concept designs along with an online feedback process where all correspondence were answered. • Digital community engagement campaign through social media channels. • Letters with flyers sent to households and businesses across the city.

157

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<ul style="list-style-type: none"> Bus-stop shelter advertising - a poster was displayed in bus shelters along the Cameron Road corridor. The poster included a QR code that would enable the community to access the Virtual Room. <p>All of the public consultation is advertised city-wide, including local newspapers, Council e-newsletters and social media.</p>
1535	Jennifer Tepaea	Submitter requests for further traffic safety improvements to slow traffic on Totara Street then onto Hewletts Road. Particularly around train signal crossing.	<p>Waka Kotahi NZ Transport Agency, in partnership with Tauranga City Council, mana whenua, Bay of Plenty Regional Council and KiwiRail are working together towards solutions to improving the State Highway 2 / Hewletts Road, Totara Street and Maunganui Road corridors. Options to improve safety, access and creating better links for more people to go by bus, bike and walk are currently being investigated as part of a business case for the Mount Maunganui transport system. The business case will also look at safety improvements at the intersections of Hewletts Road / Totara Street and Hewletts Road / Maunganui Road.</p> <p>Following approval of the business case later this year, we will have a better idea of which of the recommended safety improvements will be installed. Installation of the recommended improvements is likely to take place over several years, commencing in the 2027-30 National Land Transport Programme (NLTP) period.</p> <p>Project update are available on Waka Kotahi's website: https://www.nzta.govt.nz/projects/connecting-mount-maunganui/</p>
1585	Susan	Submitter suggests allowing the use of bus lanes when no bus is visible.	<p>Use of bus lanes as T2/T3 lanes is currently under consideration by Council as a way to decrease congestion. Public consultation on key routes where this may occur (such as Hewletts Road) will be open in the near future. Congestion may also be addressed through additional infrastructure investment, but only when we have reviewed public feedback on the idea so we can fully understand the impact it may have on residents, and whether other charging mechanisms will help.</p>

158

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1650	Nigel Tutt- Western Bay of Plenty Infrastructure Forum	Supports the 1.4b investment in the transport network aligned with TSP but notes other projects don't have firm funding.	Both projects referred to are critical for the future development of Tauranga and supporting the local and regional economy. The Connecting Mount Maunganui - SH2 and SH29 projects are both led by the New Zealand Transport Agency as they are state highways. Council is a partner in both projects and will make a funding contribution to the local roading components of both projects once the final options, design, budgets, and schedules are agreed and approved by all partners including NZTA and Council.
59	Emma Ciardelli	Suggestions around the bike lanes	This long-term plan is seeking to deliver a variety of transport options to access the city centre, key employment destinations and local schools. This will provide a more connected network in the longer term. The Bay of Plenty Regional Council have plans to increase frequency of bus services that will provide more transport options for the way people move around. The Totara Street signalised crossings are set back to allow a truck to queue without blocking through traffic or the crossing. This is an interim safety solution until a longer term solution for all road users is finalised and implemented.
65	Lee Martin	Comments suggest existing cycleways are good but need to be consistent.	This LTP is seeking to deliver a variety of transport options to access the city centre, key employment destinations and local schools. This together with Bay of Plenty Regional Council plans to increase frequency of bus services will provide more transport options for the way people move around.
282	Snow Fisher	Submitter asks why the Domain Rd to Parton Rd cycleway is not finished, and notes the safety issues with this.	An off-road shared path exists along the stormwater reserve between Domain Road and Parton Road. No path exists for a section between Parton Road and Palm Springs Boulevard. This is due to that land being in private ownership. As an alternative route, Simpson Road could be used with an alley way that connects to Santa Cruz Drive and Palm Springs Boulevard.

159

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
336	Brad Thomsen	Submitter suggests better organised cycleways.	<p>A growing number of people will be living in and around our city centre, so we want to create a destination that our community has told us they want – one that's vibrant, well-planned and safe, a city centre that is accessible and diverse, enhances our natural environment, and has more activities for everyone to enjoy. Together with our city partners, we're on our way to making this a reality, with significant investment and public and private sector projects already committed over the next 10 years, as outlined in Priority One's CBD Blueprint.</p> <p>For Cameron Road, our aim is to provide a multimodal system that includes the provision of facilities that cater for a broader range of ages and abilities by separating people biking or scootering from high volumes of traffic. The location of a bus stop is placed as to enable cyclists to pass behind, rather than through, avoiding conflict between pedestrians and cyclists as much as possible. Sufficient space is provisioned to pass in front of the bus shelter if needed, when no bus patrons are waiting.</p>
396	Philip Brown	Submitter suggests separated commuter and recreational cycleways.	This long-term plan is seeking to deliver a variety of transport options to access the city centre, key employment destinations and local schools. This is in addition to the need to cater for recreational use in some key locations such the recently completed Marine Parade coastal path.
686	Richard Hart	Submitter suggests cycle intersections are dangerous.	<p>We recognise safety at intersections being of concern. Over the past five years, there are 230 recorded cycle related crashes of which 54% are at intersections. 70% of those occur at crossroads where people are turning from side roads, primarily due to people not seeing cycles approaching. Our Travel Safe team undertake substantial education to ensure that people cycling are bright in order to be seen, and for drivers to take care at intersections. When building transportation projects, we include safety interventions with improved line marking and signage to highlight to drivers that cycles may be approaching.</p>

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897	Allan Lassche	There are no more cyclists using Cameron Road than before the upgrades	The total cycle trips into and out of the city centre average 1446 of which an average of 39% (564) use Cameron Road. Our 2031 model predicts Cameron Road cycle use to increase to 2118 daily cycle trips (59% of the 3589 cycle trips into and out of the city centre). Given stage 1 of the Cameron Road project was completed in December 23, new cycle monitoring counters are yet to be installed. These will be in place in the coming months in order for Council to monitor the performance in achieving the targets for cycle and e-scooter use. Notwithstanding, we acknowledge that it will take time to see travel behaviour change as people get used to the new facilities and transport options available to them.
995	Ross Steele	Unhappy with the roading and road works to date, would like to see council rethink about the proposed extension of cycle lane along Cameron Road.	<p>Your submission comments in relation to Cameron Road and construction impacts are noted. The complexities of keeping a main arterial route open for traffic while trying to undertake construction can be very challenging, especially when there are multiple stakeholders involved with competing interests. In terms of project costs, Cameron Road stage 1 is around \$110million of which \$45 million was funded via Central Government.</p> <p>Cameron Road is the main arterial route linking north and south ends of Tauranga. Planning for the future is an important consideration, recognising that Tauranga is in growth mode with intensification of the city areas and general desire by the community to have more choices in the way they commute. The redevelopment of Cameron Road is required to address future growth needs, while ensuring that aging and under capacity underground infrastructure is replaced as part of the redevelopment. Commuter travelling will look and feel very different in 20 years' time with greater options (Bus, Cycling, walking) being demanded by the community. Ensuring that plans are in place now to address that changing environment is paramount.</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1237	Warren Banks	Cyclists don't use the bike lanes, do we ask them what they want?	There were more than 900,000 cycle trips recorded in 2023. Cycling numbers increase 20-30% on some key routes year over year. We are seeing more people using e-scooters with more than 96,000 trips undertaken last year. People that bike vary in age and ability and have different needs and prefer different types of facilities, dependent on their level of confidence and experience. In 2021, NZ Transport Agency research showed that 78% of people in Tauranga support cycling. We also know from feedback on the Tauranga Cycle Plan in 2019 that more than 91% of people said Tauranga needs cycle paths that are physically separated from traffic and 72% of people said they may start cycling or cycle more often if it were safer and easier.
1321	Eliana Peters	Submitter requests safe cycle paths in Otumoetai for cycling to school.	Council has plans to improve safety and accessibility for students. Feedback from the community (Otumoetai Spatial Plan, Accessible Streets for Otumoetai) highlighted the need for some additional safety and access improvements for student safety. We have projects planned that include Vale Street, crossing Chapel Street in the vicinity of Maxwell's Drive, Otumoetai Road to Otumoetai Primary school, and a crossing opposite the stairs from Carlton Street. These are programmed over the next three years commencing 2025 subject to funding availability and approvals.
1387	Sharon Richardson	Submitter suggests new cycleways are dangerous.	We recognise safety being of concern. Over the past five years, there are 230 recorded cycle related crashes of which 54% are at intersections. 70% of those occur at crossroads where people are turning from side roads, primarily due to people not seeing cycles approaching. Our Travel Safe team undertake substantial education to ensure that people cycling are bright in order to be seen, and for drivers to take care at intersections. When building transportation projects, we include safety interventions with improved line marking and signage to highlight to drivers that cycles may be approaching. While cyclists have the right of way, our extensive education initiatives also encourages them to be vigilant and are encouraged to ride at speeds

162

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			that allow for a quick stop if a motorist makes a mistake. People should take extra care and keep safe by being fully visible on roads and paths. We encourage everyone to look out for each other.
1511	Glen Crowther – Sustainable BOP	Supports ECA requests for better and safer transport connections out of Papamoa	The strategic cycling network developed as part of the Transport System plan provides the greatest potential for active modes to access schools and work along some key corridors. The Papamoa Eastern Interchange has taken into account the connection needed to gain access to Te Puke. Provision has been made to ensure people can still access Bell Road under the bridge at the Kaituna River.
1519	Katy McGinty – Western Bay of Plenty District Council	Submitter recommends that Council considers cross boundary linkages while improving walking and cycling connections in its transport plan.	We agree with the suggestion to ensure that our cycle facilities integrate with the wider Bay of Plenty Region. As a first step, our initial transport investment is to complete a connected arterial cycle network as part of multi modal solutions that support growth, access and safety. Our recreational routes are also important with recent investment in some high priority recreational areas such as Gordon Carmichael Reserve, Marine Parade and the Papamoa Beach shared path. The Papamoa East Interchange design has considered the connection along the state highway, where the path then goes under the state highway bridge at Kaituna River connecting to Bell Road for access to Te Puke.
1577	Shame Plummer – Bike Tauranga	Submitter makes a range of suggestions regarding the cycle plan and accessible streets	The Urban Form and Transport Initiative Connected Centres Programme, and the Transport System Plan both pave the way for a future-focused land use and transport program. The plans acknowledge the substantial role, amongst other initiatives, that active modes and public transport plays in managing congestion. The strategic cycling network is defined within the Transport Plan Report 3 page 11. Key Performance indicators are developed in individual project business cases that include road safety outcomes and uptake in use. These are monitored through benefit realisation plans. Prior to specific project consultation, the proposed cycling primary and secondary routes are shared and feedback sought through spatial plan

163

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>development . These include Te Papa, Otumoetai and most recently Arataki. Long-term plan investment is to provide a multi-modal and integrated solutions such as Turret Road/15th Avenue, Cameron Road, and Hewletts Road sub area.</p> <p>Consultation processes are open to everyone in the community to share their thoughts. Feedback is sought for minor changes to the network with directly affected residents rather than city wide as the change is not considered to be significant.</p> <p>There are more than 900,000 cycle trips recorded in 2023. Cycling number increase 20-30% on some key routes year over year. We are seeing more people using e-scooters with more than 96,000 trips undertaken last year. Cycle numbers since 2017 have almost doubled on some key routes. All projects have governance structures that make decisions around projects and their design, these are not made by individual staff members. Council works in partnership with NZTA in development of business cases for projects and the design. Independent safety audits are also undertaken to ensure the design adequately considers potential safety risks.</p>
1237	Warren Banks	Make provision for hydrogen fuel stops, provide EV charging points at the north end of the Mount	<p>We agree that innovative and alternative options should be explored when it comes to transportation, congestion, and emissions. As such, alternative fuel stops are a work in progress for us. In 2021, Council provided a response to the Ministry for the Environment's Te hau mārohi ki anamata - Transitioning to a low-emissions climate-resilient future. In it we stated that local government is ideally positioned to partner with central government to reduce greenhouse gas emissions – to improve public transport networks, increase cycling and walking, create greener, low-emission neighbourhoods, and to minimise waste. Our responses specifically to hydrogen vehicles and resources (fuel/technology) were as follows:</p>

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			<ul style="list-style-type: none"> • Council is of the view that the focus on providing better travel options alone will be unlikely to achieve the identified target. Analysis of jointly developed spatial plans like the Western Bay of Plenty Urban Form & Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan (TSP) identify that a more holistic solution is needed to reduce transport emissions. This more holistic approach includes managing demand through macro trends such as town planning and flexible/remote working and improving the carbon efficiency of travel through the uptake of potentially electric and hydrogen private vehicles and buses, and mode shift towards active transport and micromobility. The approach should also consider pricing mechanisms such as road pricing and congestion charging and behavioural psychology approaches (such as community based social marketing). Tauranga would welcome an opportunity to discuss the potential for pricing initiatives to be trialled across Tauranga city to complement other work underway as part of the UFTI and TSP partnership with Government, Tangata Whenua and sub-regional partners. • Government should back development of low-emissions fuels (including bioenergy and hydrogen resources) based on outcomes – and competitive targets for those technologies that are supported. For example, specific price points for fuels (to enable mass uptake) should be considered. Rigorous studies on the likely costs of alternative fuels should be carried out as any money spent on fuels which will not have meaningful uptake will take funding away from projects that will reduce carbon. <p>Furthermore, our 2023-33 Tauranga Climate Action & Investment Plan (AIP), sets actions and approaches Council will take to set us on the</p>

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			pathway to achieve a low emissions and climate resilient city. Within the AIP, as an initial priority action, we will consider Transport Hydrogen X - a consortium of companies to develop and implement a hydrogen fuel strategy for heavy vehicle transport adoption for Tauranga.
29	Isabella Wharry	Submitter lives in city centre and says often ticketed for parking outside their house.	Parking enforcement is required for many of our commonly used areas in the city centre due to the high demand for parking which is increasing as the city grows.
108	Sallee Roberts	Submitter questions why council would remove The Strand carpark, and notes parking is too far away from the playground and restaurants, businesses will suffer.	While we did close approximately 147 carparks at the waterfront site, we have seen a net increase in parking available in the city since the beginning of 2023. The completion of the Dive Crescent carpark along with the expected completion of the Harington Street and Devonport Street carparks this year will add over 300 spaces to the city centre. Parking also remains underutilised on Friday and Saturday nights with all on street parking free from 5pm on Friday and over the weekend. For all day trips into the city centre over the weekends, the parking buildings also remain free and are a 5-minute walk away from the waterfront.
155	Philip Bourne	Concerns about losing parking in the central city.	You are correct that the issues encountered for our city centre are not limited to us or to New Zealand. The towns and cities that have been able to revitalise their city centres have done so with a mix of pedestrianisation and demand management for inner city parking. While the inconvenience during the closure of the waterfront carpark is understood, we haven't seen a change in the daily demand for parking. Also, during peak hospitality times parking city wide remains free with the Spring Street parking building a 5-minute walk from the waterfront. We understand that people will only visit the city centre if they have a reason to go and the development of new greenspace in the city centre is a way to do this.
279	David Buckley	Concerned about the shutting of the Strand carpark over the Christmas break	We have been closely monitoring city centre parking numbers and have seen no drop off in demand since the closure, meaning people are parking elsewhere and still coming in. We currently have more parking available in

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			the city centre than we did at the start of 2023, and we expect over 300 more to be added during the year.
328	Maria Wortman	Submitter suggests charging for parking outside schools as they are cause of congestion.	Currently we are not looking at instituting paid parking in school zones. We will be open to the idea, and will continue to monitor parking demand in our school zones. Parking demand around schools follows specific patterns over limited times which can often be controlled through appropriate time limits and enforcement of current rules.
336	Brad Thomsen	Submitter suggests free parking in the city centre.	We have just completed a two-year trial of free parking in the city centre concluding in November 2022. Council trialled free parking in the city centre for two years and it failed to revitalise the city centre as commuters took up the spaces all day, making parking unavailable for short term visitors. We acknowledge that the development in the city centre has been disruptive but investment into turning the city into a destination is expected to bring increased commercial activity. We will continue to monitor parking in the city centre. We currently have more spaces available than we did at the beginning of 2023 with over 300 more spaces expected to come online this year.
641	Craig Barnsdall	Submitter suggests parking rebates for car pooling.	We are currently reviewing our options for park and ride and multi modal commuter options. In terms of Council rebates for carpooling we currently lack the ability to differentiate between customers payments, but this is something we can keep in mind with future system updates.
790	Pat Cleaver	Submitter suggests 'park and ride' areas.	We are currently reviewing our options with park and ride throughout the city. With multiple potential locations we are just confirming the details with our partners at the regional council. We will update everyone once we know more.
805	Ernst Visser	Suggestions around parking issues in city centre.	We recently completed a two-year trial of free parking in the city centre completing in November 2022. We didn't see the benefit to city centre businesses in doing this as commuters took up the spaces all day. We acknowledge that the development in the city centre has been disruptive but investment into turning the city into a destination is expected to bring

167

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			increased commercial activity. We will continue to monitor parking in the city centre. We currently have more spaces available than we did at the beginning of 2023 with over 300 more spaces expected to come online this year.
869	Vivienne Lintott	Suggests parking is too far from restaurants, possibly creating an unsafe environment for women.	With lighting projects and city activations in conjunction with the NZ Police, Council are seeking to create a sense of safety for those enjoying the city centre outside of work hours. As more people return to the city centre after hours, the safer it will become. To assist with this, we currently have more parking in the city centre than we did at the beginning of 2023. We have over 300 spaces becoming available throughout 2024 which include the completion of the Harington Street and 160-176 Devonport Road carparks. There is also the Spring Street parking building available during the day, which is approximately a 6 minute walk from The Strand.
946	Lee Badham	Submitter suggests The Strand car park should have been kept	Even with the closure of the waterfront carpark we have more spaces available now than we did at the start of 2023. We have also been closely monitoring city centre parker numbers and have seen no drop off in demand since the closure meaning people are parking elsewhere and still coming in. Over 300 spaces are becoming available throughout 2024 with the completion of the Harington Street and 160-176 Devonport Road carparks. There is also the Spring Street parking building available during the day, which is an approximate 6 minute walk from The Strand.
987	Nicole Delahunty	Submitter suggests better access to carparks in city centre, and no penalties that restrict movement.	We are currently reviewing our options with park and ride throughout the city. Demand for city centre parking and the competing interests of all day workers and city visitors requires management in the form of paid parking. Council trialled free parking in the city centre for two years and it failed to revitalise the city centre as workers took up the spaces all day, making parking unavailable for short term visitors. We have kept free weekends and all on street parking is free after 5pm for those who want to come in to eat or shop.

168

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1130	Jane Palmer	Reduce car parking fees	Submitter is correct that there is some work to be done with the parking rates in Tauranga. We are expecting to have more news out to the public regarding this in 2024. It's understood that the disconnect between the rates on street and in the buildings does impact the user experience.
1436	Mark Collins	Suggestions around parking in the city centre.	We are unable to mandate minimum parking requirements for new builds. This is outlined by central government in the National Policy Statement on Urban Development (NPS-UD). We currently have more parking in the city centre than we did at the beginning of 2023. With over 300 spaces becoming available throughout 2024 with the completion of the Harington Street and 160-176 Devonport Road carparks
1487	Peter Lambert	Submitter has idea for parking app details in attachment.	We are currently working on a few initiatives for the city and will be happy to provide any further details should you have any more questions. We will keep your proposal in mind and I would encourage you to approach businesses in the city centre to discuss the possibility with them.
1508	Lynn Sinclair – Leadlight Expressions	Would like to see a parking plan developed for the Historic Village	We are currently working on just such a plan, and we will be open to meet with you to discuss some of the challenges we face and potential solutions we can offer.
1564	Tanya Trass – The Incubator Creative Hub	Submitter suggests parking plan for Historic Village and Hospital area.	We are currently reviewing parking in the 17th Ave area and doing what we can to come up with solutions that work for the community. You are welcome to get in touch to discuss our options and challenges. Once we have held the meeting in March, we will be putting the proposed plan out to the public for engagement and feedback.
116	Matt Hamilton	Submitter notes that the Welcome Bay backroad needs investment (and roading infrastructure in general)	Thank you for your feedback. Without knowing the exact road, it is difficult to make comment. Please note however, that for the majority of the Welcome Bay back roads (including the rural section of Welcome Bay Road itself) management comes under Western Bay of Plenty District Council and that this feedback has been sent to them for response.
1228	Nathan Munro	Focus on roading	The investment in our roading infrastructure is prioritised to areas of most need and where funding is available. The main reasons for investing are safety, efficiency and access. Our primary funder Waka Kotahi/NZTA

169

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			insists that subsidised investment needs to provide value for money and we are regularly audited to ensure this happens.
1237	Warren Banks	Be more honest about roading projects (e.g. Cameron Road), open up intersections, make traffic lights traffic responsive, force contractors to only use road cones when needed.	<p>The plans for investment along Cameron Road are required to for our waters network as well as providing for the future transport. Tauranga's population is expected to grow by up to 78,000 people over the next 50 years, dramatically affecting the way our city looks, feels, and operates. Transport options will need to evolve to meet the needs of a growing population. Cameron Road is an important through route and a destination for many with schools, businesses and the hospital located along it. A growing number of people will also be living in and around our city centre. As our city continues to grow, this key route will become even more important. We know that many people will continue to drive, but we also need to enable more people to get around safely by also providing transport choice for people to catch the bus, bike or walk, so we can support growing neighbourhoods, keep traffic flowing for freight and people who need to drive, and a more sustainable future for Tauranga and the city centre. This cannot be done without causing some disruption, however, Council does acknowledge that we can do better in minimising disruption.</p> <p>Regarding road cones - there are construction requirements that must be met to ensure the work achieves quality and performance expectations so roadworks are inevitable to deliver the expected level of service for the community and road users. As part of this process we must also comply with health and safety, environmental and traffic management requirements. We will aim to do better at minimising disruption.</p> <p>Traffic signal optimisation is something that is undertaken as part of normal traffic signal operation. All the traffic signals in Tauranga are operated by a central computer system that adjusts the traffic signal</p>

170

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			timings in real-time based on traffic volumes. Sometimes, particularly during construction projects such as Cameron Road, a site will not have functioning vehicle detection. This necessitates the user of timer-based operation that can be less efficient. However even when operating like this, critical sites are carefully monitored, and timing adjustments made to maximise traffic flow. When a signalised intersection is operating at its capacity it can become a bottleneck on the network. Once this has occurred, increasing traffic flow typically requires significant infrastructure changes such as additional traffic lanes or grade separation of conflicting traffic flows.
1263	Elizabeth Wright	Keep traffic flowing without extra costs	As part of our continuous programme of improvement, renewal, and rehabilitation on the transport network there will always be an element of works occurring. This is an essential aspect of maintaining a physical asset of this size and nature, and one that is being used on a constant basis. Where possible, works that are closely located are completed concurrently. We try to assess this on a case by case basis and acknowledge your point. However, in some cases this means that the singular works take a little longer. At the moment because there is such significant investment in making up for an historical shortfall in maintenance and repair in some areas it may seem like it is 'all happening at once', but this is mostly because not enough has been done in the past to keep pace with development or growth. Likewise, in many cases, what may appear to be roading works may actually be repairing the critical water, electrical, or communications infrastructure beneath the surface.
1351	Glen Crowther	Fast track Brookfield intersection upgrade	We thank you for your support. With our Accessible Streets for Ōtūmoetai project, Council wants to make it safer and easier for people in Brookfield, Matua, Bureta, Cherrywood, Ōtūmoetai, Bellevue, and Judea to drive, cycle, catch a bus, or walk to key places. This includes making changes to Waihi Road, Chapel Street and Cameron Road towards Harington Street. We are pleased to inform you that the Business Case for Accessible Streets

171

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			for Ōtūmoetai project was presented to Council on 11 December 2023 and approved. Next, this business case will be shared with NZ Transport Agency Waka Kotahi for review. The business case also takes into consideration improvements to the Ōtūmoetai Road roundabout to Norton Road (colloquially referred to as the Brookfield intersection), public transport and other complexities (please note: the bus interchange is out of scope for this business case).
1390	Vivianne Baldwin	Submitter criticises the Cameron Road project and says there is nowhere to park outside the hospital section of shops on Cameron Road near 88 restaurant and Mama's Donuts.	<p>Council acknowledges the impact of conducting essential maintenance and upgrades on the city-wide transport network. Cameron Road is a main arterial route for Tauranga's local transport network. It is used by commuters, students, tourists, service providers, pedestrians, and cyclists. Developing Cameron Road is critical to ensuring that this range of users can move safely and make use of a range of transport options so that current and future congestion is minimised as much as possible. The volume of traffic that the capacity of the local transport network is expected to accommodate will grow significantly as Tauranga's population continues to grow over the coming decades. Without making improvements to the current network that anticipates and plans for these challenges we risk amplifying the existing challenges of congestion, safety for all uses, and the maintenance of critical infrastructure. Without planning and delivering infrastructure that is fit for future need we risk having a network and city centre that will not provide sustainable long-term viability for residents, commuters, students, employment, and retail.</p> <p>Council acknowledges that we could have done better to minimise disruption, and the changes made to some of the parking areas in an effort to prioritise public transport and active modes.</p>
796	Luke McConaghty	Submitter suggests bus lanes instead of cycle lanes on Cameron Road.	The Cameron Road project does include lanes for public transport. These lanes may be shared with general traffic under a T2/T3 arrangement to ease congestion.

172

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			The Cameron Road cycle lane has seen significant increase in usage. Providing a roadway that can be used by all mode of transport is vital in easing congestion.
827	Michelle Millichip	Submitter suggests quicker road development.	Innovations such as Smart Trip may be required to manage and fund the future transport network. This will help overcome the historic underinvestment and poor road condition that you mention. Improvement cannot be achieved without causing some disruption.
954	Colin Booth	Submitter suggests that key infrastructure should be priority for Council e.g. roading and car accessibility.	Improving the transport infrastructure of Tauranga is our priority. It can be difficult to allocate limited resources and funding to achieve all projects as soon as possible - and balance it against the level of disruption these works can cause on the roads.
1051	Jonathan Insall-Reid	Roading suggestions for around the city, view submission for details	A North-South corridor is provided by Takitimu Drive and SH29, soon to be enhanced by the Tauranga Northern Link and SH29 improvements. The East-West connection through Tauranga is provided by SH2, which is also soon to be improved. Both these routes are owned, planned, and operated by the New Zealand Transport Agency. Further questions should be referred to the NZTA website which includes detailed project information on the above.
1511	Glen Crowther – Sustainable BOP	Submitter requests delivery of bus shelters in Otumoetai area.	In the last seven years there have been seven new bus shelters installed in the Otumoetai area. In the next six months there will be ten new bus shelters installed in this area. By June 2024, 41% of all bus stops in the Otumoetai area will have a bus shelter. The Brookfield area near the New World supermarket currently has bus shelters on either side of Otumoetai Road. In addition, there is a future body of work that will look into the longer term solution regarding public transport around the Brookfield – Otumoetai Rd/Bellevue Rd/Millers Rd intersection. This solution is not known at this stage.
1511	Glen Crowther – Sustainable BOP	Submitter wants to see city centre PT interchange committed to	The Council led City Centre Public Transport Business Case has experienced delays and is likely to be complete early this year. The final outcome of this business case is not known yet, nor is the NZTA decision on approving co-

173

2024-2034 LTP - Responses to other topics

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
			<p>investment for infrastructure. The delay is, in large part, due to considerations which prioritise the city centre development, which is all part of building the future Tauranga.</p> <p>The business case has not set out to establish a singular city centre 'interchange', but will more likely result in a series of super-stop facilities that provide distributed access across the city centre.</p> <p>The delivery of these facilities will be incorporated with wider city centre development, so exact timeframes cannot yet be confirmed. There are also significant interdependencies with other projects and plans which have caused delay.</p> <p>The development of the city centre, including viable public transport infrastructure to support future public transport operations , remain a priority for Council.</p>

WASTEWATER

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
1026	R J Rimmer – Welcome Bay Waterfront Association	Submitter makes 11 environmental submissions (in supporting documents) to the LTP.	Council works with the Bay of Plenty Regional Council (as lead agency) where practicable on maintaining and enhancing the surrounding environment. This includes looking at options for Stormwater treatment when redevelopment of Council infrastructure occurs, collaborating on enhancement projects and raising awareness through education projects in the community with regards to activities that can cause negative impacts on the environment such as pollution. There are no plans to remove the critical wastewater infrastructure located in the Welcome Bay estuary which has consent from BoPRC to occupy the current footprint within the Coastal Marine Area.
1065	Des Heke	Submitter provides a joint Tangata Whenua LTP submission to support Māori land administrations and landowners with associated hapū, providing several specific suggestions/requests:	An initial assessment of Māori land development opportunities in the Kaitemako area suggests that up to 250 homes could be delivered long-term. Some of this is located in Tauranga city and some in the Western Bay district. The majority of this development located in Tauranga could proceed through resource consent processes based on the current residential zoning or the papakainga provisions in the Rural Zone. In the longer-term changes to the City Plan may need to be considered depending on the amount of housing delivered. This development would be subject to the standard infrastructure assessments for subdivisions. Some infrastructure upgrades might be required before development could proceed. It is recommended to develop a servicing strategy for the full development potential first to optimise servicing and minimising infrastructure costs. Budgets within the 2024-34 Long-term Plan are available to enable feasibility assessments to service potential

175

2024-2034 LTP - Responses to other topics

			papakainga housing development along Kaitemako Road. To progress to design and construction of infrastructure, funding will need to be secured through future long-term plan processes or from external sources such as the “City Deal” funding that Council is discussing with the government.
1252	Scott Adams - Carrus	Submitter has concerns with infrastructure provision for Pukemapu land adjacent to Rowsdale Drive.	The watersupply and wastewater servicing assessment for Rowsdale identified a couple of challenges for this development. Before development connections can be made two of the council delivered wastewater upgrades need to be in place. Both projects are in the current LTP. The Ila Place – Harrisfield Drive gravity main is planned to be delivered in FY28 and the Ila Place rising man from Ila Place PS to Windermere reserve is scheduled to be delivered in FY27. Once these two TCC projects are made there will be sufficient capacity for the full development. A major challenge for the development is the long distance of upgrades required to connect to our trunk network. Without these upgrades the Level of Service of existing neighbourhoods would be affected. Council is in ongoing discussions with you as the prospective developer providing information and discussing potential alternatives to address these matters.
1444	Vivienne Robinson – Waitaha Assets Limited Partnership	Would like the the Opal Drive Pump station and any associated works be brought forward to 2025.	Opal Drive Pump Station is included in the 2024-34 Long-term Plan. The project is currently in the design phase with construction estimated to commence in early to mid-2024. Commissioning and operational handover is estimated to be in late 2025/early 2026.
1600	Andrew Collins – Landsdale Developments Limited	Submitter wants to note their support for the Harrisfield gravity sewer upgrade (Poike Rd to Ila Place PS).	Thank you for your support of this project which is included within the long-term plan at a total cost of \$7.15m Planning is underway, design is scheduled to occur in 2025/26, and construction in 2027/28 (this was pushed out a year during Council's budget refinement process).

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1505	Jeff Fletcher – Tumu Kaituna 14 Trust	Submitter wants council to progress Papamoa Wastewater projects for Te Tumu	<p>All three projects are included in the 2024-34 long-term plan.</p> <p>Opal Drive Pump Station is currently in design with construction to start in early to mid-2024.</p> <p>Wairakei Pump Station is about to commence design work with construction to begin in the 2025/26 financial year.</p> <p>Wairakei Rising Main is currently in two stages with Stage 1 included in the long-term plan. This includes existing rising main upgrades, and tie-ins to the new pump station. Planning is underway, with construction estimated between financial years 2025/26 and 2026/27.</p>
Other submissions that align with this theme 1506			

WATER SUPPLY

Submission	Name or Organisation	Summary of submission points raised	Council's proposed response
571	Paula Harrison	Requesting we do not add fluoride into our water supply.	<p>Your comments and concerns regarding fluoride are noted. With respect to Council's position regarding fluoride and the fluoridation of the water supply, the following are provided in response:</p> <ul style="list-style-type: none"> • The fluoridation of community water supplies falls under the Health (Fluoridation of Drinking Water) Amendment Act which was passed into legislation in November 2021. • The Act confirmed that decision making authority on community water fluoridation moved from Councils to the Director-General of Health; water suppliers are required to fluoridate a water supply if directed to do so by the Director-General of Health. • Council received a directive from the Director-General of Health that fluoride is to be added to its water supply by 31 July 2024. • Council has a legal obligation under the Act to comply with the directive to add fluoride. See section 116I for compliance requirement and 116J indicating the Offence to Contravene the directive. • If you have a concern or issue with fluoridation or in particular the fluoridation of the Tauranga water supply it is recommended that this be taken up directly with the Ministry of Health who issued the directive.
1588	Sylvia Thompson	Submitter requests that the water supply is fluoridated.	Council received a directive from the Director-General of Health that fluoride is to be added to the water supply by 31 July 2024. Council is in the process of implementing a project to meet that directive.