



AGENDA

City Future Committee meeting Tuesday, 14 October 2025

I hereby give notice that a City Future Committee meeting will be held on:

Date: Tuesday, 14 October 2025

Time: 9.30am

**Location: Tauranga City Council Chambers
Level 1 - 90 Devonport Road
Tauranga**

Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: www.tauranga.govt.nz.

**Marty Grenfell
Chief Executive**

Terms of reference – City Future Committee

Common responsibility and delegations

The following common responsibilities and delegations apply to all standing committees.

Responsibilities of standing committees

- Establish priorities and guidance on programmes relevant to the Role and Scope of the committee.
- Provide guidance to staff on the development of investment options to inform the Long Term Plan and Annual Plans.
- Report to Council on matters of strategic importance.
- Recommend to Council investment priorities and lead Council considerations of relevant strategic and high significance decisions.
- Provide guidance to staff on levels of service relevant to the role and scope of the committee.
- Establish and participate in relevant task forces and working groups.
- Engage in dialogue with strategic partners, such as Smart Growth partners, to ensure alignment of objectives and implementation of agreed actions.
- Confirmation of committee minutes.

Delegations to standing committees

- To make recommendations to Council outside of the delegated responsibility as agreed by Council relevant to the role and scope of the Committee.
- To make all decisions necessary to fulfil the role and scope of the Committee subject to the delegations/limitations imposed.
- To develop and consider, receive submissions on and adopt strategies, policies and plans relevant to the role and scope of the committee, except where these may only be legally adopted by Council.
- To consider, consult on, hear and make determinations on relevant strategies, policies and bylaws (including adoption of drafts), making recommendations to Council on adoption, rescinding and modification, where these must be legally adopted by Council.
- To approve relevant submissions to central government, its agencies and other bodies beyond any specific delegation to any particular committee.
- Engage external parties as required.

Terms of reference – City Future Committee

Membership

Chair	Cr Marten Rozeboom
Deputy chair	Cr Rod Taylor
Members	Deputy Mayor Jen Scoular Cr Hautapu Baker Cr Glen Crowther Cr Rick Curach Cr Steve Morris Cr Kevin Schuler Cr Hēmi Rolleston Mayor Mahé Drysdale (ex officio) Arthur Flintoff - Tangata Whenua Representative
Non-voting members	(if any)
Quorum	<u>Half</u> of the members present, where the number of members (including vacancies) is <u>even</u> ; and a <u>majority</u> of the members present, where the number of members (including vacancies) is <u>odd</u> .
Meeting frequency	Six weekly

Role

The role of the City Future Committee is:

- To consider strategic issues and opportunities facing the city and develop a pathway for the future.
- To consider Tauranga's strategic responses at a sub-regional, regional, and national level as appropriate.
- To ensure there is sufficient land supply for housing and for commercial and industrial purposes.
- To ensure there is sufficient and appropriate housing supply and choice in existing and new urban areas to meet current and future needs.
- To ensure that Tauranga's urban form and transport system enables, supports and shapes current and future sustainable, vibrant and connected communities.
- To ensure there is a clear and agreed approach to achieve measurable improvement in transport outcomes in the medium to long-term including transport system safety, predictability of travel times, accessibility, travel choice, mode shift and improved environmental outcomes.
- To enable Tauranga's urban centres to thrive and provide a sense of place.
- To ensure that council and partner investments in Tauranga's build environment are economically and environmentally resilient.
- To work with all key partners to enhance, protect and restore (where necessary) the wellbeing of our natural environment and harbour to ensure the people of Tauranga can thrive and enjoy the lifestyle this city provides.

- To review and determine the policy framework that will assist in achieving the desired strategic and operational priorities and outcomes for the city.

Scope

- Development and ongoing monitoring and update of the Western Bay of Plenty Transport System Plan and associated programmes and network operating plans.
- Development and ongoing monitoring and update of the Future Development Strategy and urban settlement patterns, including structure plans as required.
- Development and oversight of urban centres strategies, neighbourhood plans and master-plans.
- Development and oversight of the Compact City programme in support of higher development densities and the provision of a greater range of housing options.
- Development of City Plan changes and related matters for adoption by Council.
- Contribution to matters related to the SmartGrowth Strategy and input to the SmartGrowth Leadership Group.
- Regular monitoring of future strategic and growth-related projects including future strategic transport projects (i.e. projects where the project purpose definition, business case, and funding are yet to be in place).
- Development of strategies, policies, plans and programmes for the medium to long term delivery of social, environmental, economic, cultural and resilience outcomes.
- Ensuring that social, environmental, economic and cultural wellbeings are promoted through all strategic work considered by the Committee.
- Consideration of significant natural hazards risks across the city, as they apply to current and future land-form and built environment.
- Develop, review and approve policies, including as appropriate the development of community consultation material, the undertaking of community consultation, and the hearing of and deliberating on community submissions.
- Develop, review and approve bylaws to be publicly consulted on, hear and deliberate on any submissions and recommend to Council the adoption of the final bylaw. (The Committee will recommend the adoption of a bylaw to the Council as the Council cannot delegate the adoption of a bylaw to a committee.)

Power to Act

- To make all decisions necessary to fulfil the role, scope and responsibilities of the Committee subject to the limitations imposed.
- To establish sub-committees, working parties and forums as required.

Power to Recommend

- To Council and/or any standing committee as it deems appropriate.

Chair and Deputy Chair acting as Co-Chairs

- While the Chair and Deputy Chair of the Committee roles are separately appointed it is the intention that they act as co-chairs.
 - Only one person can chair a meeting at any one time. The person chairing the meeting has the powers of the chair as set out in standing orders and has the option to use the casting vote in the case of an equality of votes.
 - The rotation of the meeting chairs is at the discretion of the Chair and Deputy Chair and subject to their availability, however it is expected that they will alternate chairing meetings when possible.

- When the Deputy Chair is chairing the meeting, the Chair will vacate the chair and enable the Deputy Chair to chair the meeting. The Chair will be able to stay and participate in the meeting unless they declare a conflict of interest in an item, in which case they will not participate or vote on that item.
- The Chair and Deputy Chair will attend pre-agenda briefings and split any other duties outside of meetings, e.g. spokesperson for the Committee.
- The Chair and Deputy Chair will jointly oversee and co-ordinate all activities of the Committee within their specific terms of reference and delegated authority, providing guidance and direction to all members and liaising with Council staff in setting the content and priorities of meeting agendas.
- The Chair and Deputy Chair will be accountable for ensuring that any recommendations from the Committee are considered by the Tauranga City Council.

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1 OPENING KARAKIA

2 APOLOGIES

3 PUBLIC FORUM

3.1 Scott Adams - Te Tumu

ATTACHMENTS

Nil

3.2 Geoffrey Ford - Te Tumu

ATTACHMENTS

Nil

3.3 Jacqui-Ellen Price - Principal, Pillars Point School - Student Safety on Grange Road.

ATTACHMENTS

Nil

3.4 Kate McAuley - Safety Concerns on Grange Road

ATTACHMENTS

Nil

3.5 Kaye Greenshields - Safety Concerns on Grange Road

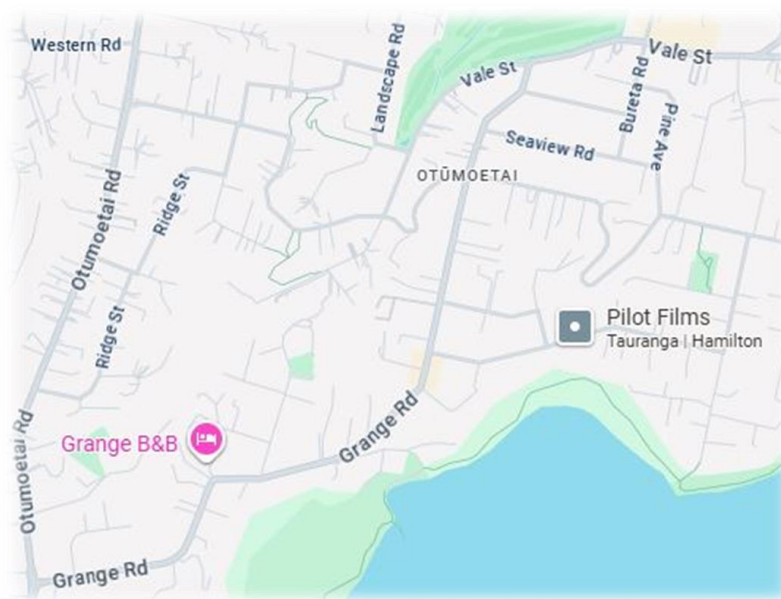
ATTACHMENTS

- 1. Kaye Greenshields Public Forum - Pedestrian safety GrangeRd ValeSt - A18942503** [↓](#)



Community Project:

Pedestrian Safety on Grange Road and the Grange Road/Vale Street Corner – A Community Priority



Submitter:

Kaye Greenshields

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All supporting documents for the data in this report are
provided in appendix

In recent years, residents, parents, and school leaders in Ōtūmoetai have raised serious concerns about pedestrian safety on Grange Road and at the Grange Road/Vale Street corner. Crash records, professional submissions, school surveys, and community polls all point to the same conclusion: these locations pose an unacceptable risk to vulnerable road users, and improvements are urgently required.

Crash data LGOIMA'd from Tauranga City Council referencing the past five years, confirms the problem. Between 2020 and 2024, 16 crashes were recorded on Grange Road, including one serious injury, two minor injuries, and 13 non-injury crashes. At the Grange Road/Vale Street corner alone, two non-injury crashes occurred when vehicles lost control and ended up in drains. While no fatalities have occurred, the pattern of crashes and frequent “near-miss” incidents reported by residents highlight an ongoing risk that cannot be ignored.

Residents have described the conditions on Grange Road as dangerous. Vehicles are often seen travelling at high speeds, and drivers do not consistently stop for pedestrians—even at the only existing crossing at the top of Grange Road. Parents have reported cars screeching to a halt or failing to stop altogether while children waited to cross. At the Grange Road/Vale Street corner, there are often several children and community members waiting to cross safely, with lengthy waits, multiple hazards to consider and with no safe refuge to navigate these concerns, resulting in frequent near misses.

Concerns have also been raised through formal submissions. A registered landscape architect and long-time resident has proposed to Tauranga City Council the construction of a shared-use path along the northern berm of Vale Street, adjacent to the golf course. The reasoning is straightforward: there is no safe place for pedestrians, especially school children, to cross Grange Road or Vale Street north of the Ōtūmoetai shops. More than 170 Pillans Point School students live west of Grange Road and must cross daily to reach school. Without safe crossings, these children are exposed to fast-moving traffic in areas of limited visibility and complex turning movements. While council risk assessments may not reflect this issue, the likely reason is that residents have already modified their behaviour to avoid dangerous crossings—masking the true level of risk.

If these concerns were addressed, there would be a noticeable increase in the use of safe crossings and paths, along with a reduction in near misses and community frustration. Safer facilities would allow people to move through the neighbourhood freely and confidently.

All supporting documents for the data in this report are provided in appendix

Grange Road is a primary arterial route in the Ōtūmoetai area, while Hinewa Road, Milton Road, Pillans Road, and Landscape Drive serve as secondary arterial routes. The absence of safe crossings and connected pathways effectively bisects the catchment area for Pillans Point School and the wider community, creating a significant barrier to access.

An Options and Issues paper previously presented to Council noted that provision of pedestrian crossings depends on factors such as crossing volumes, traffic speed and flow, driveway locations, visibility, and impacts on parking. However, no such investigation has been completed for Grange Road or Vale Street. We believe that any study may underestimate the true need, as unsafe conditions have already forced residents to adapt their travel choices.

The Ōtūmoetai Spatial Plan (2023–2050) identifies safe walking and cycling as one of the four key challenges for the peninsula, with a specific call to improve east–west connections. Actions 12, 15 and 16 of the Plan directly reference building a Vale Street connection along the golf course, delivering crossings on Grange Road, and upgrading pedestrian pathways around Bureta Park. These are commitments Council has already made, but not yet delivered.

The principal of Pillans Point School has also written to Council, stressing that parents are increasingly reluctant to allow their children to walk or cycle to school. This is not only a school concern but a community-wide one. When families resort to driving, congestion at school gates worsens, further compromising safety and reducing opportunities for children to travel actively. Otūmoetai Kindergarten on Karaka Street (parallel to Grange Rd) also have issue with families trying to access their premises by means of crossing Grange Rd. They have conducted their own surveys and the same concerns have been raised, they are in support of this community project also, and have provided a letter of support to verify this.

This shift in behaviour has led to congestion at Pillans Point School during peak drop-off and pick-up times, impacting both the school and surrounding residents. Constructing a safe path along the northern side of Vale Street, and the introduction of pedestrian crossings along key points of Grange Road would help alleviate these pressures.

Local support for a Vale Street footpath is strong. A June 2025 community poll found that 41% of respondents ranked a footpath along the golf course as their top priority, ahead of raised crossings on Grange Road or other intersection upgrades. School survey results from October 2023 echo the same sentiment from the June 2025 survey. With 567

All supporting documents for the data in this report are provided in appendix

responses, 135 parents confirmed their child would need to cross Grange Road if walking or biking to school, yet no marked pedestrian crossings exist along its length.

Survey Summary: Grange Road Safety Improvements

In July 2025 the Grange Road Safety Improvement survey sought feedback from local families on current safety challenges and potential solutions to support safer walking, biking, and scootering access to Pillans Point School (PPS).

Key Findings

1. Residence of Participants

The majority of participants (73.5%) live on the western side of Grange Road, opposite PPS, with 26.5% living the eastern side.

This highlights that most respondents face the direct challenge of needing to cross Grange Road for school access.

(See Figure 1: Participants Living on the Western Side of Grange Road)

2. Perception of Grange Road as a Barrier

A significant proportion of parents consider Grange Road a barrier to their child's independent travel to PPS. Many noted they would be more likely to allow walking, biking, or scootering if safe crossings or pathways were available.

3. Preferred Safety Improvements

When asked which improvements would best enhance safety, responses were spread across several key measures:

Question 3 – Would you be more inclined to allow your child to walk, bike or scooter if there was a safe way to cross Grange Road or travel along the side of the Golf Course?

Responses:

	Yes	No
Number	87	3
Percentage	94%	6%

Question 4 – Which of the following safety improvements along Grange Road would best help your child to safely access PPS (allow the selection of more than one category):

All supporting documents for the data in this report are provided in appendix

Responses:

	Vale Street Path	Hinewa Crossing	Milton Crossing	Coach Crossing
Number	63	38	43	11
Percentage	70%	42%	48%	12%

The data indicates strong community support for both a separated pathway and improved pedestrian crossings, particularly at Hinewa Road and Milton Street.

(See Figure 2: Preferred Safety Improvements on Grange Road)

Conclusion

Survey results confirm that Grange Road is widely perceived as a barrier to safe school travel. There is strong community backing for infrastructure upgrades, especially a **separated pathway along the golf course berm and new pedestrian crossings** at key points. These improvements would significantly improve safety and encourage more children to walk, bike, or scooter to school.

The proposed footpath would use the northern side of Vale Street, making use of underutilised berm space currently set aside for parking. It would link the upper Vale Street catchment to the Bureta shops, bus stops, and Pillans Point School, while avoiding the high-risk Grange Road/Vale Street corner entirely. A safe pedestrian crossing near Landscape Road could also be integrated, creating a controlled and visible crossing point. The footpath would separate pedestrians and cyclists from traffic, improve safety for hundreds of daily trips, and make active travel a realistic choice for many more residents. While many of the city's existing footpaths were built decades ago to lower standards, increased use of active transport now requires infrastructure that meets today's safety needs.

We are requesting an additional footpath built to the current IDC standard of 1.8 metres. Although the Government Policy Statement on transport has shifted away from cycleways and multi-use paths, our focus is safe pedestrian access. A standard-compliant footpath along Vale Street would meet these needs and could be funded through Council's existing capital programme as a low-cost, low-risk safety upgrade.

All supporting documents for the data in this report are provided in appendix

In addition, raised pedestrian crossings are urgently needed at strategic points along Grange Road—specifically at Coach Drive, Milton Road (northern side of intersection), and near the Hinewa Road intersection. These would provide safe crossing points at critical locations and also slow vehicle speeds, improving safety along the entire corridor.

This proposal directly supports the Ōtūmoetai Spatial Plan, which aims to create connected, healthy, and liveable neighbourhoods. By improving pedestrian connectivity, it links homes with schools, shops, and public transport, encourages walking and cycling, and reduces reliance on cars for short local trips.

With intensification increasing in Ōtūmoetai, these improvements will help deliver the Spatial Plan’s vision of a walkable 15-minute neighbourhood. Safer access will not only benefit school children but also elderly and mobility-impaired residents, giving them better connections to bus stops, supermarkets, pharmacies, and doctors.

In summary, crash data, professional and school advocacy, and strong community support all point to the same solution. The Vale Street footpath, along with raised crossings on Grange Road, is a practical, cost-effective response to a well-documented safety problem. It delivers clear benefits to children, parents, and the wider community, while aligning with Council’s strategic goals for Ōtūmoetai.

We recommend that Tauranga City Council allocate budget in the next Annual Plan to design and deliver the Vale Street footpath and associated crossings. Early engagement with schools, mana whenua, and residents will ensure the project is well-designed and strongly supported. This is a long-standing community request, and action now will help make Ōtūmoetai a safer, more connected, and more liveable place for all.

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Appendix

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12 August 2025

Tauranga City Council

Subject: Urgent Concerns Regarding Child and Community Safety on Grange Road

Dear Tauranga City Council,

I am writing on behalf of the students, parents, and wider community of Pillans Point School to express our serious and urgent concerns regarding the safety of Grange Road, particularly for our children travelling to and from school.

Our primary concern is the significant risk posed to child and community safety due to the current conditions of Grange Road. The volume and speed of traffic, combined with a lack of safe walking and cycling infrastructure to cross the road safely, have created a hazardous environment. Parents are increasingly reluctant to allow their children to walk or cycle to school, instead opting to drive them, which in turn exacerbates traffic congestion and further compromises safety around the school gates.

From a community perspective, the road is a major barrier to a more active and connected community. It discourages residents from using alternative, more sustainable modes of transport and creates a constant source of stress and worry for families. We believe that addressing the safety issues on Grange Road is not just a school concern but a community-wide priority.

We urge the Council to make this issue a priority. Implementing measures to improve safety on Grange Road would not only protect our most vulnerable road users but would also have a positive ripple effect. By creating a safer environment for walking and cycling, we can encourage more children to use these modes of transport. This will, in turn, help to alleviate the traffic and pedestrian safety concerns that currently plague the streets directly surrounding our school.

We are ready and willing to work with the Council to find a solution. We believe that by collaborating, we can make Grange Road a safer and more welcoming space for everyone.

Thank you for your time and consideration of this critical matter. We look forward to your prompt response and the opportunity to discuss this further.

Sincerely,

A handwritten signature in black ink that reads "Jacq Price".

Jacq Price

Principal

Pillans Point School



Pillans Point School, 101 Maxwells Road, Tauranga 3110 | Ph/Fax: 07 576 9407 | office@pillanspoint.school.nz

2nd September 2025

Tauranga City Council

Subject – Urgent Concerns Regarding Child and Community Safety on Grange Road

Dear Tauranga City Council,

I am writing on behalf of the children, whānau, and wider community of Otūmoetai Kindergarten to express our serious and urgent concerns regarding the safety of Grange Road, particularly for families travelling to and from the Kindergarten.

Our primary concern is the significant risk posed to families due to the current conditions on Grange Road. The volume and speed of traffic, combined with the lack of safe pedestrian and cycling infrastructure, have created a hazardous environment. We have many families who travel to us from across the wider Otūmoetai community. A number of these whānau have expressed their desire to walk or cycle to kindly, but they are reluctant to do so because of the dangers associated with crossing Grange Road with young children.

From a community perspective, the road is a major barrier to building a more active and connected neighbourhood. It discourages residents from choosing sustainable modes of transport such as walking, scootering, or cycling, and it creates an ongoing source of stress and worry for families. We believe that addressing the safety issues on Grange Road is not just a concern for Otūmoetai Kindergarten and Pillans Point School, but for the wider community who use and cross this road daily.

We strongly urge the Council to make this issue a priority. Implementing measures to improve safety on Grange Road would not only protect our most vulnerable road users but would also create positive flow-on effects. A safer environment for walking and cycling will encourage families to adopt healthier, more sustainable ways of getting to kindy and school, reduce traffic congestion, and foster a stronger sense of community connection.

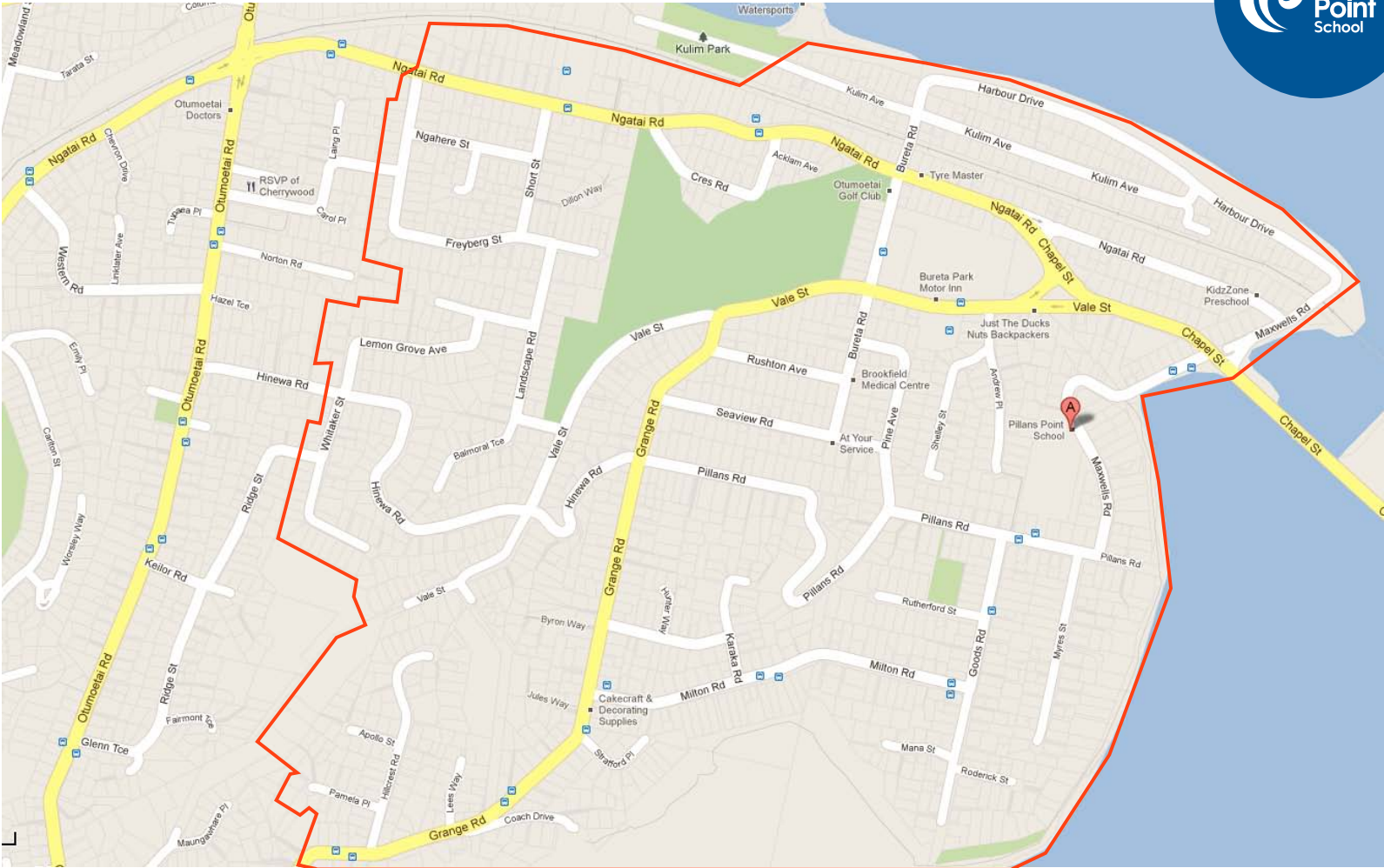
We are ready and willing to work alongside Council, schools, and the local community to find practical solutions. Together, we believe we can make Grange Road safer and more accessible for everyone.

Thank you for your time and careful consideration of this critical matter. We look forward to your prompt response and the opportunity to discuss this further.

Kind Regards


Amy Dyer
Head Teacher Otūmoetai Kindergarten

Pillans Point School Enrolment Zone



Grange Road Pedestrian Safety Requests:

Email received via info queue - 18/05/2025 Senders email address: [REDACTED] Email reads: Subject: Grange Road bend - road safety concern Kia Ora I've recently moved to [REDACTED] Grange Road, by the first bend after the roundabout at Otumoetai Road. I am horrified about how dangerous the road is here. Despite it being a fairly hard bend, there is no visibility of traffic coming around the corner when heading in the direct of Pillians/Bureta. This means I get stuck, unable to see when is safe to pull out. When I was growing up there was a mirror on this corner, but this seems to have gone some time over the years leaving zero ways to see what's coming. I think you need to seriously consider either adding a mirror here again, and/or dropping the speed limit on this corner (which may/may not help anyway because people hoon down grange road for fun), or putting a speed bump prior to the corner to slow people down and allow cars who have no visibility of what is around the bend some time to pull out safely. The added complexity here is the many young and older school kids scootering and cycling to school using the footpath not the road - possibly because the speed on the roads makes it totally unsafe. This make it even worse as not only are drivers pulling out of driveways at risk of crashing with the cars flying around the blind corner, but also having to contend with a high volume of footpath traffic that they need to consider - particularly with scooters these come at speed and out of the blue. I now can only reverse out of my drive, as this allows me to use my car sensors to pick up whether something is coming where I can't see. I am not the only person who resides on this stretch of the road who feels this way. I am speaking out because I'm very concerned that something really horrendous will happen here. I'd really like someone to take this concern seriously to see what can be done. Thanks [REDACTED]

From: [REDACTED] Sent: Thursday, 24 October 2024 3:50:35 pm To: info@tauranga.govt.nz Subject: Grange Road Pedestrian Crossing CAUTION:External Email. Good Afternoon I am writing this email to express my concerns around the safety of people using the Grange Road pedestrian crossing (the crossing on the corner of Grange and Otumoetai Road). The speed of vehicles is and has been a problem for the 3 years we have lived in the area. I have witnessed many near misses of both children and adults due to the speed of vehicles coming off the roundabout. Just last week my husband was nearly hit whilst we walked our children home from school. The driver's excuse was that he didn't see him because of traffic on the other side of the road. I walked my children home on Friday and had a vehicle come to a screeching halt from the roundabout direction again (potentially because the tree hides the pedestrian pole, so drivers don't realise it's a pedestrian crossing until its nearly too late). I have too many times stepped to the crossing or witnessed young to old pedestrians stopped ready and waiting to cross and I would say at least 50% of the time vehicles speed straight through without stopping. Is there a form we can have the residents sign so we can show just how concerned anyone who knows this crossing is? [REDACTED]

Email received via info queue - 09/11/2024 Email with attachment forwarded to Will Hyde Senders email: [REDACTED].com Email reads: Subject: Fwd: Grange Road Hi TCC Great job on the Chapel Street crossing, it was done so quickly and so needed to be done! I sent an email earlier in the year about Pillans Point School and the road crossing situation. We live on Grange Road, which is such a horrible road in terms of traffic and the speed people go

along it. My kids are both at Pillans Point School and both have to cross that road each morning and afternoon. We are at [REDACTED], and there is nowhere to safely cross. I noticed the Otumoetai School end of Grange Road has a crossing which is great. But my question is, how can we petition for one (if not 2!) at the other end of Grange Road? Particular concerning areas I see are: - Corner of Vale Street and Grange Road, there have been so many car accidents on that corner, and lots of near misses with adults and children crossing the road. - The Hinewa / Grange Road crossing, this is another part of the road that has regular car accidents. - The junction near Benny & Brew, that is a heavy foot traffic area of people crossing the road, with nowhere to safely do it. I know the ramps went in at some point last year, but it doesn't help with getting across the road safely) Look forward to hearing from you, Kind regards, [REDACTED]

Customer has serious concerns about the safety of a zebra crossing outside 29 Grange Road. The traffic is very busy, and cars do not stop because of lack of signage and awareness that the crossing is there. More signage needed or broken into 2 half crossings. Please contact to discuss what action can be taken – [REDACTED]

Email received via info line queue 7/5/24 at 10.08am email from - [REDACTED] with attachments forwarded on to [REDACTED] Good morning. There are a number of traffic safety issues at the Grange - Seaview intersection which I wish to bring to Council's attention. A location plan and some photos for the most recent event are attached. My wife and I have owned the properties at [REDACTED] Grange Road for several years. I only visit the properties to mow the lawns and periodically do maintenance. I have witnessed two incidents at the corner of Grange and Seaview Roads in the past. Both involved cars going up Grange Road and losing traction at a slight hump immediately before Seaview Road. The first was a young boy racer who lost control and hit the bank further up the hill (= ejit behaviour). The second was someone going a bit too fast and did a fish tail, two youths walking down Grange Road about to cross Seaview Road had to jump out of the way. Last Sunday I noticed that the post and wire fence on facing Seaview Road has been hit. It was not there the previous Sunday, 28th April. The damage indicates it was hit by a vehicle either going uphill on Grange Road and crossing the road or else coming straight through from Seaview Road. There is a third possibility for danger and that is Grange Road downhill. The existing barriers further down Grange Road have been hit previously, the problem is that they don't extend far enough uphill. The level of hazard is distinctly higher than normal for vehicles leaving the road as the bank within 21 Grange Road is very steep and the house at 124a Vale Street directly at the bottom of it, plus the nearest corner appears to be a bedroom. It is obvious that safety improvements are required. I had thought about raising the issue in response to TCC's consultation exercise in August 2021 for traffic safety in Bureta as I was surprised that the lower end of Grange Road wasn't even mentioned (even if were only to acknowledge that the intersection Grange Rd - Vale Street was 'in the pipeline'). There was nothing in the planning docs for Otumoetai about a year ago either. My experience of public consultation exercises is not great, so I didn't bother with either. Can Council please confirm what safety audits have been done for this location, what safety improvements are in the works programme and when they are programmed for completion. Regards, [REDACTED]

----- Forwarded message ----- From: [REDACTED] Date: Wed, 23 Aug 2023 at 6:12 PM Subject: URGENT Grange Rd Pedestrian Crossing Request To: <accessiblestreets@tauranga.govt.nz> Hi there, I am writing this email to request the possibility of a pedestrian crossing on Grange Rd (near Milton Rd) gets reviewed. If I have emailed the wrong department, can you please forward to the correct department. The Pillans Point school zone includes Grange Road up to Hilcrest Road. The main school route for these families that wish to bike/walk etc is normally down Milton Road, but this requires these children to cross Grange Road, which is often busy with school traffic and cars going too fast. Most children will cross Grange Rd where the footpath stops (on the Corner of Milton Road). This is a difficult point to cross as children must give way to traffic travelling along Grange Rd from both directions and also navigate traffic turning left onto Grange Rd from Milton Road. The drivers of the left turning cars are looking right so don't see children trying to cross here. I feel the most logical crossing point is approximately where the 50km speed sign is, which is past the cafe, and is on the highest point of the rise, and there is a gap in driveways here. This is also past the cafe where you have cars pulling in and out for parking. I have attempted to mark this on the map below. This would mean extending the footpath that currently ends near Milton Road. I really hope someone seriously looks at this. It's hard with children, you want to give them independence to get themselves to school and teach them road safety but surely the council can provide a safe crossing point. I feel constantly worried that a child would get hit along here. Please let me know if there is anything I can do, to make this happen. I.e do I need to get the principal to write a letter and get petitions signed by the community, conduct research of the number of children crossing here each day? I look forward to hearing a response. Thanks [REDACTED] [snippy of map attached]

Email received on infoline queue 0702 Email reads: Grange Road Excess Speed by Drivers Could u please advise me under the OIAAct why the council have not put in speed bumps and the logic and reasons why when other roads less dangerous have then installed. I often see NZ Police camera vans on the road so that must be a logical indicator that it's a known so to speak Road safety problem. As you are no doubt aware at the top of Coach Drive on Grange Road in the dip there is a pedestrian wait site constructed that has been hit on several occasions no sign alerting traffic from memory in place before you approach it. The Road is very popular in particular by the dip as its access for the public to go down to the reserve ie joggers' cyclists dog owners etc. I am retired so home most of the week and can often every day and night hear and see cars racing / speeding at well more than 50kph to me this only a matter of time before someone is killed injured or private property damaged. So, under the Safety Act? or a similar act I am of the opinion you have a responsibility to reduce the Risk or be held accountable should you fail to act now its been brought to your attention. As a suggestion I would recommend speed bumps be placed and warning signs posted. The placement of such should be strategically constructed at the area by The Legacy Funeral Home either side and as you go up halfway towards the Otumoetai Scout Hall heading to Milton Road both sides at a logical site your Transport Team deem best. Best Regards and I hope you give this suggestion some very serious thought and positive action to fix or at the very least reduce a transport users safety hazard before someone is seriously injured. I am aware you will obviously assess the usual pros and cons on the feasibility of this suggested course action.

Received via info queue on 17/08/2021 at 15:33 Note: Email came in on - [REDACTED]
Crossing grange road at the milton street intersection is incredibly dangerous. I have lived here now for almost three years and ride with my two kids to school every day. It is a blind corner for us initially and traffic travels too quickly down the dip from woodhill side and carry on to the shops. Then we have to cross another road as the crossing over grange takes us to the southern end of milton where the footpath stops. I almost got run over today which was the final straw. A vehicle travelling up milton didnt stop at the compulsory stop and was going too fast to corner on their side of the road. I was leaving to get my kids on grange and had moved near the middle to turn right onto milton signalling with my arm. As the car approached it was clear it was not staying on its side and had to jump off my bike to avoid getting hit. I am constantly asked by parents to ride with their kids to and from school, as they are worried about their safety especially crossing grange road at the shops. Please do something before we read about something awful in the paper. I have some ideas and am happy to share them from my experience of cycling here pretty much everyday

Email received on infoline queue, 1/7/21 My eldest (of three) child goes to Pillans Point school, and we try to walk and scooter most days. He is six and looking forward to the day when he can scoot or bike to school by himself. Unfortunately, I can't see when he might safely be able to do this, due to the nature of Grange Road and the difficulty in crossing it. Currently, we travel down Grange Rd from Hillcrest towards Milton Road, and cross where the footpath terminates on our side of the road. We then cross Milton Rd and continue down to Goods Road. The new footpath extension does not extend beyond Milton Rd towards Brinkley Rd so there is no possibility of crossing further up where there is a better line of sight for both vehicles and pedestrians. We're also not able to cross further back towards Coach Drive (where there is at least a pedestrian island) as there is no footpath on the other side of the road. We have considered going down Hillcrest to Vale st and then entering Pillans Point from Andrew's Place, but again there is no safe place to cross Grange Road from that end. Cars regularly travel far in excess of the 50km/hr down Grange Rd. Added to that the currently sunstrike that occurs travelling toward Milton Rd from Otumoetai Road and the sheer amount of traffic and it's sometimes quite terrifying trying to cross Grange Rd with a toddler in a pram, a preschooler and 6 year old. I know I am not the only parent who walks with their child to school from our area, the Pillans Point school zone extends down a good portion of Grange Road and there are multiple houses with school children who have the same issue. Pillans Point has been engaged in a long-standing campaign in conjunction with Tauranga Council to decrease the number of cars around the school and encourage children to walk, bike or scooter to school. The lack of safe access across Grange Road is a huge barrier to this. My preference would be a to make the Grange Road/Milton Road intersection traffic light controlled, which would also assist in the buses trying to turn in and out of Milton Road. Failing that, my next preference would be a traffic light controlled pedestrian crossing across Grange Road between Milton Road and Brinkley Rd, with a footpath extension on the opposite side of the road from Brinkley Road. This would also help to service those walking to Otumoetai Kindergarten and would give good line of sight in both directions. I would welcome your thoughts on this issue and am happy to provide further information or assistance in this matter.

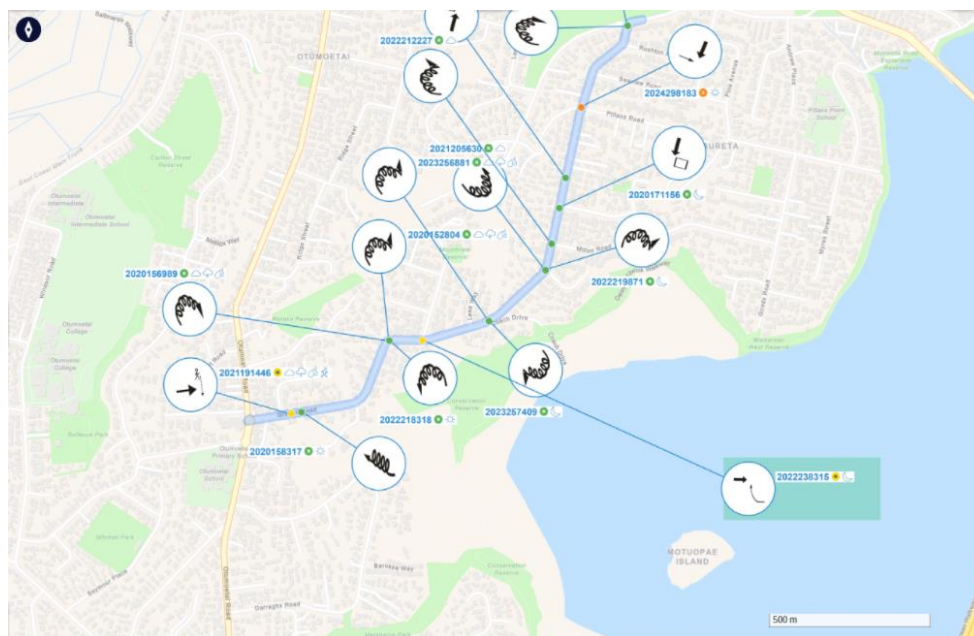
Email received via info line queue: 16/9/20 13:22 Hi, I have a question for the roading team. It relates to the safety of the Grange Road crossing near Coach Drive. The crossing is used to

access the Daisy Hardwick walkway. It is commonly used by families, elderly and dogs. Currently, the new crossing point across Grange Road finishes at the start of Coach Drive. Once there, pedestrians and cyclists need to cross to the footpath down Coach drive. It is a really tricky crossing point, with vehicles entering Grange Road at speed, vehicles parked along Coach Drive meaning traffic traveling up Coach Drive to Grange Road is occasionally passing and traveling on the wrong side of the road. In amongst these multiple dangers, there is an uncontrolled crossing point. I would like to raise concerns for the safety of our children and wider community at this point in the road. I would like to hear from Council around their recommended safe approach to get from Grange Road to the Coach Drive entrance of the Daisy Hardwick walkway. If there is no safe recommended path, can the council advise how they will facilitate one?

Appendix A

Reported crashes on Grange Road including Grange and Milton Roads

Figure 1: Crash Diagram 2020-2024



Crash Statistics and Nature of Crashes Grange Road

Fatal crashes: 0 | Injury crashes: 3 | Non-injury crashes: 13

Total crashes: 16

Overall crash statistics

Crash severity

Crash severity	Number	%	Social cost \$(m)
Fatal	0	0.00	0.00
Serious	1	6.25	1.95

Minor-injury	2	12.50	0.60
Non-injury	13	81.25	0.61
TOTAL	16	100.00	3.16

Crash numbers

Year	Fatal	Serious	Minor	Non-injury
2020	0	0	0	5
2021	0	0	1	2
2022	0	0	1	3
2023	0	0	0	3
2024	0	1	0	0
TOTAL	0	1	2	13
Percent	0.00	6.25	12.50	81.25

Crash type and cause statistics

Crash type

Crash type	Crash numbers	% All crashes
Overtaking crashes	0	0.00
Straight road lost control/head on	1	6.25
Bend - lost control/Head on	10	62.50
Rear end/obstruction	2	12.50
Crossing/turning	2	12.50
Pedestrian crashes	1	6.25
Miscellaneous crashes	0	0.00
TOTAL	16	100.00

Crash factors

Crash factors	Crash numbers	% All crashes
#N/A	9	56.25
Alcohol	5	31.25
Disabled, old age or illness	1	6.25
Failed to give way or stop	2	12.50
Fatigue	1	6.25
Incorrect lanes or position	5	31.25
Miscellaneous factors	0	0.00
Overtaking	0	0.00
Pedestrian factors	1	6.25
Poor handling	4	25.00
Poor judgement	3	18.75
Poor observation	2	12.50
Position on Road	2	12.50

Road factors	1	6.25
Travel Speed	3	18.75
Unknown	0	0.00
Vehicle factors	0	0.00
Weather	0	0.00
TOTAL	39	243.75

1. Bureta Road and Ngatai Road intersection

Figure 1: Crash Diagram 2020-2025



Fatal crashes: 0 | Injury crashes: 6 | Non-injury crashes: 11
Total crashes: 17

Overall crash statistics

Crash severity

Crash severity	Number	%	Social cost \$(m)
Fatal	0	0.00	0.00
Serious	1	5.88	1.95
Minor-injury	5	29.41	1.51
Non-injury	11	64.71	0.85
TOTAL	17	100.00	4.30

Crash numbers

Year	Fatal	Serious	Minor	Non-injury
2020	0	0	1	1
2021	0	0	2	4
2022	0	0	0	2
2023	0	0	1	2
2024	0	0	0	2
2025	0	1	1	0
TOTAL	0	1	5	11
Percent	0.00	5.88	29.41	64.71

Crash type and cause statistics

Crash type

Crash type	Crash numbers	% All crashes
Overtaking crashes	0	0.00
Straight road lost control/head on	0	0.00
Bend - lost control/Head on	0	0.00
Rear end/obstruction	12	46.15
Crossing/turning	12	46.15
Pedestrian crashes	2	7.69
Miscellaneous crashes	0	0.00
TOTAL	26	100.00

Crash factors

Crash factors	Crash numbers	% All crashes
#N/A	17	65.38
Alcohol	3	11.54
Disabled, old age or illness	1	3.85
Failed to give way or stop	13	50.00
Fatigue	1	3.85
Incorrect lanes or position	3	11.54
Miscellaneous factors	0	0.00
Overtaking	0	0.00
Pedestrian factors	1	3.85
Poor handling	1	3.85
Poor judgement	2	7.69
Poor observation	13	50.00
Position on Road	1	3.85
Road factors	0	0.00
Travel Speed	1	3.85
Unknown	0	0.00
Vehicle factors	0	0.00
Weather	1	3.85

TOTAL	58	223.08
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Vulnerable road users

Crash types	Number	Percentage (%)
Cyclist crashes	3	11.54
Pedestrian crashes	2	7.69
Motorcycle crashes	1	3.85
All other crashes	20	76.92
TOTAL	26	100.00

Notes:

- Some crashes involve more than one vulnerable road user type.

2. Bureta Road and Vale Road intersection

Figure 1 – Crash Data 2016-2020, noting this is the time when the intersection was assessed.



Fatal crashes: 1 | Injury crashes: 1 | Non-injury crashes: 7
Total crashes: 9

Overall crash statistics

Crash severity

Crash severity	Number	%	Social cost \$(m)
Fatal	1	11.11	13.44
Serious	0	0.00	0.00
Minor-injury	1	11.11	0.32
Non-injury	7	77.78	0.25
TOTAL	9	100.00	14.00

Crash numbers

Year	Fatal	Serious	Minor	Non-injury
2016	0	0	1	2
2017	1	0	0	2
2019	0	0	0	2
2020	0	0	0	1
TOTAL	1	0	1	7
Percent	11.11	0.00	11.11	77.78

Crash type and cause statistics

Crash type

Crash type	Crash numbers	% All crashes
Overtaking crashes	0	0.00
Straight road lost control/head on	0	0.00
Bend - lost control/Head on	0	0.00
Rear end/obstruction	1	11.11
Crossing/turning	7	77.78
Pedestrian crashes	1	11.11
Miscellaneous crashes	0	0.00
TOTAL	9	100.00

Crash factors

Crash factors	Crash numbers	% All crashes
#N/A	2	22.22
Alcohol	0	0.00
Disabled, old age or illness	1	11.11
Failed to give way or stop	8	88.89

Fatigue	0	0.00
Incorrect lanes or position	0	0.00
Miscellaneous factors	0	0.00
Overtaking	0	0.00
Pedestrian factors	0	0.00
Poor handling	0	0.00
Poor judgement	3	33.33
Poor observation	4	44.44
Position on Road	0	0.00
Road factors	0	0.00
Travel Speed	0	0.00
Unknown	0	0.00
Vehicle factors	1	11.11
Weather	0	0.00
TOTAL	19	211.11

An explanation of symbols in the crash diagrams are below

NZ Vehicle Movement Codes

VEHICLE MOVEMENT CODING SHEET



TYPE	A	B	C	D	E	F	G	O
OVERTAKING AND LANE CHANGE	 Pulling out or changing lane to right	 Head on	 Cutting in or changing lane to left	 Lost control (overtaking vehicle)	 Side road	 Lost control (overtaken vehicle)	 Weaving in and out of traffic	A OTHER
HEAD ON	 On straight	 Cutting corner	 Swinging wide	 Both or unknown	 Lost control on straight	 Lost control on curve		B OTHER
LOST CONTROL OR OFF ROAD (STRAIGHT ROADS)	 Out of control on roadway	 Off roadway to left	 Off roadway to right					C OTHER
CORNERING	 Lost control turning right - remained on roadway	 Lost control turning right - off roadway to left	 Lost control turning right - off roadway to right	 Lost control turning left - remained on roadway	 Lost control turning left - off roadway to left	 Lost control turning left - off roadway to right	 Missed intersection or end of road	D OTHER
COLLISION WITH OBSTRUCTION	 Parked vehicle	 Crash or broken down	 Non vehicular obstructions (including animals)		 Opening door	 Opening door non traffic side		E OTHER
REAR END	 Slower vehicle	 Cross traffic	 Pedestrian	 Queue	 Signals	 Rear end into object		F OTHER
TURNING VERSUS SAME DIRECTION	 Rear of left turning vehicle	 Left turn side swipe	 Stopped or turning from left side	 Near centre line	 Overtaking vehicle	 Two turning		G OTHER
CROSSING (NO TURNS)	 Right angle (70° to 110°)							H OTHER
CROSSING (VEHICLE TURNING)	 Right turn right side	 Opposing right turns	 Two turning	 Left turn left side				J OTHER
MERGING	 Left turn in	 Right turn in	 Two turning					K OTHER
RIGHT TURN AGAINST	 Stopped waiting to turn	 Making turn						L OTHER
MANOEUVERING	 Parking or leaving	 1/2 turn	 1/2 turn	 Driveway manoeuvre	 Entering or leaving from opposite side	 Entering or leaving from same side	 Reversing along road	M OTHER
PEDESTRIANS CROSSING ROAD	 Left side	 Right side	 Left turn left side	 Right turn right side	 Left turn right side	 Right turn left side	 Manoeuvring vehicle	N OTHER
PEDESTRIANS OTHER	 Walking with traffic	 Walking facing traffic	 Walking on footpath	 Child playing (including tricycle)	 Attending vehicle	 Entering or leaving vehicle		P OTHER
MISCELLANEOUS	 Fell while boarding or alighting	 Fell from moving vehicle	 Train	 Parked vehicle ran away	 Equestrian	 Fell inside vehicle	 Trailer or load	Q OTHER

NOTES 1. * Movement applies for left and right hand bends, curves or turns.

2. DH DJ DH and DJ are legacy movements from the old CAS system which are no longer being added but have not been mapped to any of the new movements.

3. ED movement code no longer applies.

UPDATED: SEPTEMBER 2019

[New Zealand Government](https://www.nzta.govt.nz/)

8/8/25, 3:11 PM

Gmail - FW: Annual Plan Submission - Child Pedestrian Safety Works Request: Pathway along Vale Street



Kaye Greenshields <kaye.greenshields@gmail.com>

FW: Annual Plan Submission - Child Pedestrian Safety Works Request: Pathway along Vale Street

1 message

Bryan Sanson <Bryan.Sanson@boffamiskell.co.nz>
To: "kaye.greenshields@gmail.com" <kaye.greenshields@gmail.com>

Sun, Jul 13, 2025 at 6:54 PM

Hey Kaye,

See below commentary and attached rough markup outlining what I was asking TCC to consider for the LTP.

Cheers

Bryan Sanson | Landscape Architect | Principal | Registered NZILA Landscape Architect

E: bryan.sanson@boffamiskell.co.nz | D: +64 7 571 5629 | M: +64 27 437 8017 | LEVEL 5 | [35 GREY STREET](#) | [TAURANGA](#) 3110 | NEW ZEALAND

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From: Bryan Sanson

Sent: Sunday, 27 April 2025 3:43 pm

To: submissions@tauranga.govt.nz

Cc: Glen.Crowther@tauranga.govt.nz

Subject: Annual Plan Submission - Child Pedestrian Safety Works Request: Pathway along Vale Street

Hello,

I am writing a submission to request that TCC include budget to complete a capital works project to design and install a pathway along the northern side of Vale Street from Landscape Road all the way to the Bureta Road roundabout (along the entire length of berm that runs adjacent the Otumoetai Golf Course).

The reasoning for this request is there not one single safe place for people (especially primary school age children) to safely walk or bike across Grange Road or Vale Street if they live on the western side of Grange Road. Of particular concern is that the sole pedestrian crossing is at the southern end of Grange Road near the Otumoetai road shops. There is no safe crossing for pedestrians and children (cycling or scootering along the northern two thirds of the road).

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8/8/25, 3:11 PM

Gmail - FW: Annual Plan Submission - Child Pedestrian Safety Works Request: Pathway along Vale Street

Why TCC Should make this a priority investment for the Otumoetai Community:

1. Through the Otumoetai Spatial Plan TCC promoted the growth of the Bureta Shops as a Commercial/Community centre, including intensification of housing. This is a logical expansion on the current urban form in this area, but there was no provision included for improved pedestrian connectivity
2. The Cycleway strategy for Otumoetai/Matua only considered the single ring roads of Ngatai/Otumoetai Roads and completely ignored the lack of internal footpaths and cycleways these roads border to the south and east.
3. TCC are promoting the use of alternative transport modes for people to commute to schools, shops, work, the wider city, yet the upper Vale Street valley catchment have no safe or accessible way to do this.
4. Otumoetai Shops have the closest practical (and grade accessible) bus stops for the entire upper Vale Street valley catchment. But there is no safe way for this catchment to access them.
5. There are over 170 Children who currently go to Pillans Point School that live on the western side of Grange Road and have no safe way to get to and from the school. This number was supplied by Pillans Point School through a survey they did with parents in early 2024.
6. There are almost daily near misses with children trying to get across Grange Road at the following locations to get to Pillans Point School (due to there being no safe way to cross the street):
 - a. Grange Road / Vale Street intersection (dangerous downhill corner/intersection that most people use to access Pillans School and Bureta Shops)
 - b. Milton Road shops
 - c. Hinewa Road
7. This same proposal/request has been submitted to TCC on multiple occasions by the community (i.e. previous Annual plan/Long Term Plan submissions, Otumoetai Spatial Plan Engagement Phase, engagement prior to Bureta Roundabout Safety Upgrades and directly from Pillans Point School and numerous concerned local residents to name a few) yet it has never been included in any council budgeting or design.

Proposal for Annual Plan:

Install a pedestrian crossing near Landscape Road and a construct a shared path along the northern berm of Vale Street adjacent the Golf Course to allow hundreds/thousands of Otumoetai residents to safely walk/bike/scooter to the Bureta Shops, Pillans School and beyond. *(Please refer to the attached rough sketch markup of what I am proposing)*

The current streetside parking along the northern side of Vale Street (alongside the Golf Course) is less than 10% utilized at any one time and often has no cars parked at all, clearly illustrating an oversupply of parking in this location. By changing this to a shared path it would allow the entire catchment to safely commute to the recently constructed pedestrian crossings at the Bureta Shops.

I am aware that NZTA have pulled most of their funding for accessible streets/cycleways/pedestrian safety improvements, so know this work would need to be funded by TCC. The benefit of this though is that if budgets are constrained, TCC has the flexibility to create a simple / even light touch option for a pathway that doesn't need to adhere to NZTA's strict design standards (i.e. minimum widths, barriers, etc.) but still provide the much needed safe access that the community have been requesting for many years.

In my professional role as a Registered Landscape Architect working for NZ's premier public realm design firm, I have worked extensively for TCC, NZTA and other local government bodies over many years planning and designing shared pathways, cycleways, and other transport responses. I am happy to offer my expertise free of charge in the early design phases to help get this project off the ground and see that the community have a safe way to commute beyond the barrier of Grange Road.

Kind regards

Concerned Parent/Ratepayer/Long Time Otumoetai Resident

Bryan Sanson | Landscape Architect | Principal | Registered NZILA Landscape Architect

<https://mail.google.com/mail/u/1/?ik=bf9e712245&view=pt&search=all&permthid=thread-f:1837513771864549056&simpl=msg-f:18375137718645...> 2/3

8/8/25, 3:11 PM

Gmail - FW: Annual Plan Submission - Child Pedestrian Safety Works Request: Pathway along Vale Street

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**Vale Street Pathway Proposal.pdf**

1164K

<https://mail.google.com/mail/u/1/?ik=bf9e712245&view=pt&search=all&permthid=thread-f:1837513771864549056&simpl=msg-f:18375137718645...> 3/3

Do you live on the western side of Grange Road (opposite side to PPS)?	Is Grange Road currently a barrier for you to allow your child to safely walk, bike or scooter to PPS?	Would you be more inclined to allow your child to walk, bike or scooter if there was a safe way to cross Grange Road or travel along the side of the Golf Course?	Which of the following safety improvements along Grange Road would best help your child to safely access PPS:
Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Pedestrian Crossing at Hinewa Road
Yes	No	Yes	Pedestrian Crossing at Hinewa Road, Pedestrian Cross at Coach Drive, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Pedestrian Cross at Coach Drive
Yes	Yes	Yes	Pedestrian Crossing at Milton Street
Yes	Yes	Yes	Pedestrian Crossing at Milton Street
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road
No	No	No	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street
Yes	Yes	Yes	Pedestrian Crossing at Milton Street
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
No	No	Yes	Pedestrian Crossing at Milton Street, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Pedestrian Cross at Coach Drive, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Pedestrian Crossing at Hinewa Road
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road
No	No	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)

Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
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Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)
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No	No	Yes	Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
Yes	Yes	Yes	Separated pathway along the side of the Golf Course (Vale St / Grange Road)

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Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road
Yes	Yes	Yes	Pedestrian Crossing at Hinewa Road
No	No	Yes	Pedestrian Crossing at Milton Street, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
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Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Separated pathway along the side of the Golf Course (Vale St / Grange Road)
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Yes	Yes	Yes	Pedestrian Crossing at Milton Street, Pedestrian Crossing at Hinewa Road, Separated pathway along the side of the Golf Course (Vale St / Grange Road)

29 July 2025



Kaye Greenshields
By email: kaye.greenshields@gmail.com

Tēnā koe Kaye

INFORMATION REQUEST

On 4 July 2025 you asked for information about pedestrian and traffic safety in the Bureta/Ōtūmoetai areas. Here is our response to your questions:

1. **Grange Road (entirety from Ōtūmoetai Road to Vale Street)**
How many reported incidents with vehicle collisions have occurred in the past 5 years, what were the nature of these incidents, and could you clarify if these were due to road safety issues?

Police data crashes Grange Road 2020-24

Crashes	Fatal	Serious Injury	Minor Injury	No Injury
16	0	1	2	13

Attachment A has more detailed crash data.

How many near misses have been reported regarding pedestrian versus vehicle in the past 5 years?

Tauranga City Council (TCC) does not collect data on near misses between pedestrians and vehicles.

How many speeding tickets/infringement notices have been issued along Grange Rd in the past 5 years?

Enforcement of speeding/infringement notices is managed by NZ Police, not TCC. TCC does not hold this data.

How many complaints or service requests have been reported regarding pedestrian safety in the past 5 years – what was the nature of these requests?

Our records show that over the past five years, there have been thirteen customer service requests. These are detailed in **Attachment C**.

2. Grange Road and Milton Road intersection

How many reported incidents with vehicle collisions have occurred in the past 5 years, what were the nature of these incidents, and could you clarify if these were due to road safety issues?

There was one non-injury related crash in 2022 where a vehicle lost control when turning right.

How many near misses have been reported regarding pedestrian versus vehicle in the past 5 years?

TCC does not collect data on near misses between pedestrians and vehicles.

How many speeding tickets/infringement notices have been issued along Grange Rd in the past 5 years?

Enforcement of speeding/infringement notices is managed by NZ Police, not TCC. TCC does not hold this data.

How many complaints or service requests have been reported regarding pedestrian safety in the past 5 years – what was the nature of these requests?

There have been no recorded complaints.

3. Grange Road and Vale Street corner

How many reported incidents with vehicle collisions have occurred in the past 5 years, what were the nature of these incidents, and could you clarify if these were due to road safety issues?

There are two incidents recorded, there is no detail on whether they occurred due to road safety issues, details below:

- 2021 Incident: A vehicle lost control while making a right turn and collided with a roadside drain resulting in a non-injury crash.
- 2022 Incident: A vehicle lost control during a right turn, striking a road sign and ending up in a ditch resulting in a non-injury crash.

How many near misses have been reported regarding pedestrian/cyclist versus vehicle in the past 5 years?

TCC does not collect data on near misses between pedestrians and vehicles.

How many speeding tickets/infringement notices have been issued in connection to the Grange Road/Vale Street corner in the past 5 years?

Enforcement of speeding/infringement notices is managed by NZ Police, not TCC. TCC does not hold this data.

How many accident reports have been made due to stationary cars being hit along Vale Street adjacent to the golf course in the past 5 years?

Council only receives crash data for incidents attended by New Zealand Police. There were two non-injury crashes recorded in 2020, both involving vehicles colliding with parked cars. One incident occurred near Brinkley Road, and the other near Byron Way.

How many complaints or service requests have been reported regarding pedestrian safety in the past 5 years – what was the nature of these requests?

One complaint was received regarding visibility and speed at the pedestrian crossing near the corner, with a near miss involving a pedestrian. The issue was attributed to traffic coming off the roundabout too quickly and obstructed signage.

How many accident reports have been made due to cars skidding into the creek alongside the golf course at the Grange Road/Vale Street corner in the past 5 years?

Two non-injury crashes were reported involving vehicles losing control and ending up in the ditch alongside the golf course, one in 2021 and another in 2023.

4. Bureta Road and Ngatai Road intersection

How many reported incidents with vehicle collisions have occurred in the past 5 years, what were the nature of these incidents, and could you clarify if these were due to road safety issues?

Ngatai and Bureta, is identified as a high-risk intersection as part of the Urban KiwiRap Assessment Programme. This programme is data-driven, aimed at improving road safety across New Zealand's urban networks. It evaluates intersection risks by analysing vehicle movement patterns and estimating the potential for death and serious injury (DSI), rather than relying solely on past crash data. This predictive approach helps councils and the New Zealand Transport Agency (NZTA) to identify and prioritise high-risk locations for targeted safety improvements.

- Crash Movement Analysis: Evaluates the types of vehicle movements (e.g., right-turn vs. through traffic) that lead to crashes.
- Severity Weighting: Uses DSI equivalents to account for the potential harm of different crash types, not just their frequency.
- Predictive Risk Modelling: Helps identify intersections with high potential for serious crashes, even if historical data is limited.
- Data-Driven Prioritization: Supports councils and transport agencies in targeting safety improvements where they'll have the most impact.

The latest risk assessment covers the whole of Tauranga and is shown in **Attachment B** which identifies high risk intersections, road corridors and active road user sites.

Police data Bureta/Ngatai Road Crashes between 2020-24

Crashes	Fatal	Serious Injury	Minor Injury	No Injury
17	0	1	5	11

Commented [KN1]: Always name your tables, its one of those things that I really like to see. Can you check I have that accurate.

You can also find further crash detail in **Attachment A**.

The Ngatai Bureta Intersection is currently in design planning. The project is expected for delivery in mid-2027.

How many pedestrians have been hit at this intersection in the past 5 years?

There have been two reported pedestrian crashes.

How many near misses have been reported regarding pedestrian/cyclist versus vehicle in the past 5 years?

TCC does not collect data on reported near misses between pedestrians and vehicles.

How many speeding tickets/infringement notices have been issued within the vicinity of Ngatai Road and Bureta Road in the past 5 years?

Enforcement of speeding/infringement notices is managed by NZ Police, not TCC. TCC does not hold this data.

How many complaints or service requests have been reported regarding pedestrian safety in the past 5 years – what were the nature of these requests?

No pedestrian safety-related complaints or service requests were found for this intersection in the past 5 years.

Further to my questions, could you please answer the following? What was the reasoning to upgrade the Bureta Road and Vale Street intersection with a roundabout and crossings? What were the statistics that supported this decision

Due to the nature of crashes at the Bureta/Vale intersection, including a pedestrian fatality, this site was prioritised under the former central government Road to Zero Programme alongside other key locations in the city. The NZTA contributed 51% of the project cost, supporting its delivery as part of the national road safety strategy. The programme was utilised using the crash data between 2016 and 2020. Additionally, this area provides key local connections and an important function to access local shops and the wider area.

Can you please provide the business case for this project?

There was no business case completed as it was not required. This project was considered under Low-Cost Low Risk (LCLR) projects valued under \$2 million where project justification and prioritisation were determined through a programme-level assessment. NZTA calculations indicate the expected benefit this intervention will produce a DSI benefit of approximately 8.33 per \$100m at a cost of \$1.8m.

What traffic and pedestrian safety improvements have you seen from this upgrade?

The project was completed in August 2023. Between August 2023 to June 2025, there have been no reported crashes.

What road traffic management plan does Mike Greer Homes need to provide as part of their development on Vale Street?

Any traffic management plan is required to meet national requirements. An outline of requirements can be found here [Code of practice for temporary traffic management - All updates | NZ Transport Agency Waka Kotahi](#).

Commented [KN2]: Not sure this actually answers the question specifically, we probably could have been a bit more specific, just something to think about, when we answering, have we actually answered the question asked. Leave it though its good enough

We have also included **Attachment D** for your information, this attachment sets out all parking related infringement notices issued in the area within the requested time **frame** of your request.

This request and the response have been considered under the LGOIMA¹.

Information has been withheld as follows:

Section 7(2)(a) of the LGOIMA allows withholding information to protect the privacy of natural persons.

If you are not happy with this response you have the right to seek an investigation and review by the Ombudsman. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

This response may be published on our website, all personal information will be removed.

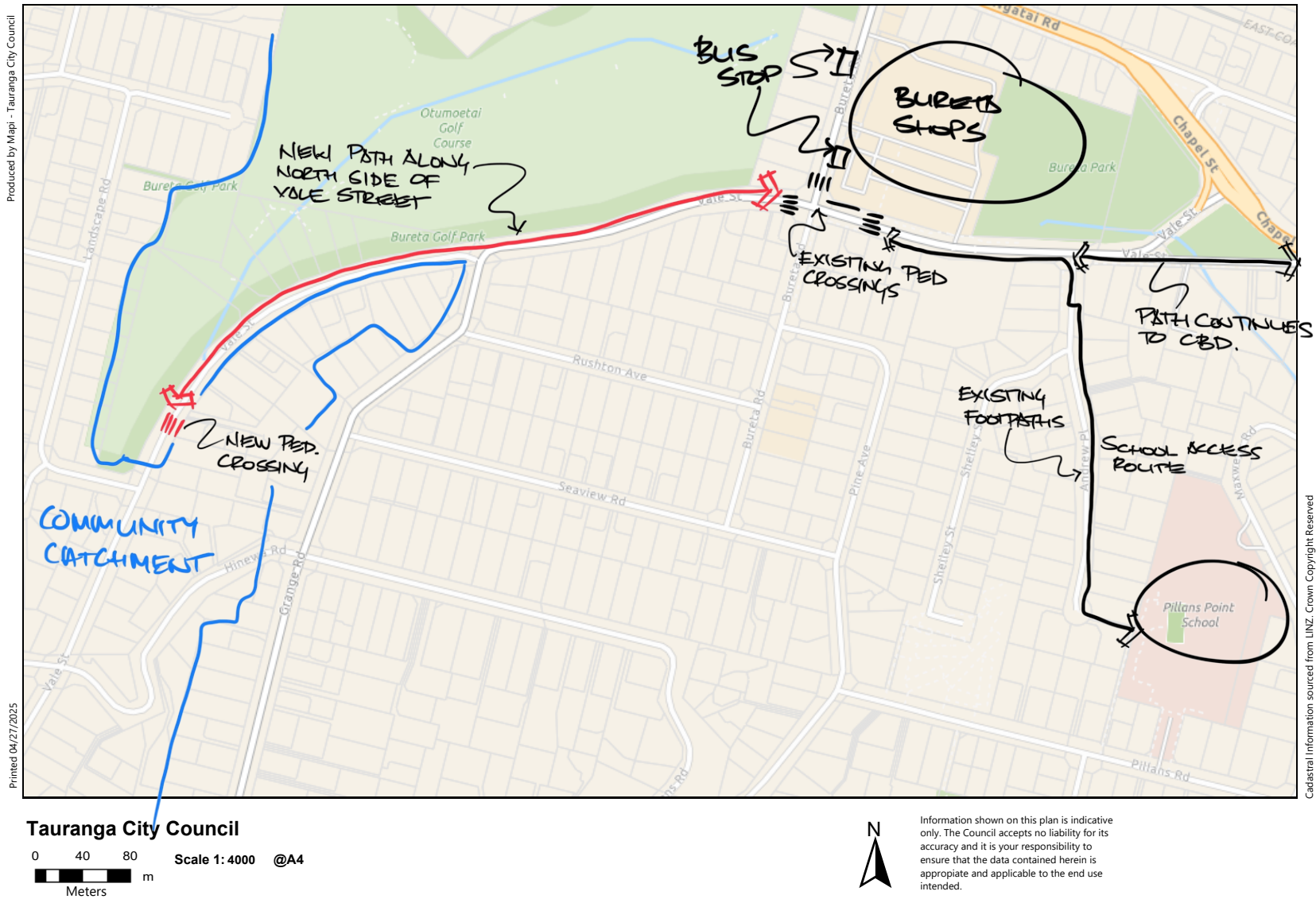
If you have any questions about this letter, please contact me.

Ngā mihi

Kath Norris
Team Leader
Democracy Services

Commented [KN3]: We have said that we don't have infringement data and then we have this Appendix D which does in fact have infringements issued by our parking team so we need to figure out a consistent and correct answer to the speeding infringement answers through out the response. Please edit so we are accurate.

¹ [Local Government Official Information and Meetings Act 1987](#)



Title: Issues and Options (# 801, #29 and #320) – Vale Street – Request for pathway between Landscape Road and Bureta Road and additional pedestrian crossing facilities**File Number: A18096079**

Author: Ashok Harridaw, Senior Engineer
Karen Hay, Manager Safety and Sustainability (Acting)
Authoriser: Mike Seabourne, Head of Transport
Nic Johansson, General Manager Infrastructure

ISSUE

1. As part of the Annual Plan process, several proposals were received from submitters to allocate funding for designing and installing a 660m pathway along the golf course situated on the northern side of Vale Street. Submitters also requested safer crossing facilities, citing safety and accessibility concerns.
2. The submitter raises that:
 - (a) The upper Vale Street valley catchment lacks a safe or accessible route to schools, shops, work, and the wider city. The closest practical and grade-accessible bus stops are at Ōtūmoetai (Bureta) Shops, but there is no safe way for this catchment to access them.
 - (b) Over 170 children who currently attend Pillans Point School live on the western side of Grange Road and have no safe way to get to and from the school. This number was supplied by Pillans Point School through a survey conducted with parents in early 2024.
 - (c) The submitters say that there are almost daily near misses with children trying to cross Grange Road at the following locations to get to Pillans Point School, due to the lack of safe crossing points:
 - (i) Grange Road / Vale Street intersection (dangerous downhill corner/intersection that most people use to access Pillans School and Bureta Shops).
 - (ii) Milton Road shops.
 - (iii) Grange Road in the vicinity of Hinewa Road and
 - (iv) Landscape Road and Vale Street intersection.
3. Submitters indicated that the community has repeatedly requested this project, and one submitter offers free professional expertise to assist in its early design phase for the path along Vale Street. Figure 1 below shows the proposed connections.



Figure 1: Connections to key destinations and school

ANALYSIS OF SUBMISSION POINTS

1. The Ōtūmoetai Spatial plan identifies Vale Street as a local connection for people walking and cycling between the Bureta centre and the Baden Street reserve via Vale Street, (follows golf course to connect Bureta and waterfront with the estuary path).
2. The existing footpath on the south of Vale Street is approximately 1.3m wide and does not provide convenient crossing points between the north and south sides of Vale Street. No footpath exists on the northern side of Vale Street. The existing footpath is narrow considering the volume of students using this during peak times.
3. According to the TCC Infrastructure Development Code, the recommended minimum footpath width is 1.8m. Where the number of users exceed 100 per hour NZTA Pedestrian Network Guidance recommends a desirable width of 3m (a minimum of 2.5m).
4. The existing footpath is effectively operating as a shared path because students (and potentially the wider community) are biking, scootering and walking along it. The path is too narrow to accommodate high use during peak times.
5. There are no suitable crossing facilities at the Vale/Landscape Road intersection, or at Grange Road/Vale Street, Hinewa Road, and Milton Road. These locations are important to provide access to and from Pillans Point school.
6. Council's current vision is to create a well-planned city to move around in and with a range of sustainable transport choices.

DISCUSSION AND ANALYSIS

7. The submission points are valid, and this has been a previously acknowledged safety issue by Council. Given the high number of users, the current footpath along Vale Street is too narrow for its intended use. Access from the upper Vale Road catchment is inadequate.
8. There is an opportunity to collaborate with the submitter, who has offered to develop an early design for a path on the northern side of Vale Street at no cost. The submitter has credible expertise, and this could make a significant contribution to cost reduction for Council.
9. Many footpaths across the city were constructed when demand was low and met the standards of the time. With increased use of active modes, especially for school commutes, many areas are now substandard.

10. At the corner of Landscape Road and Vale Street, a culvert exists. There is insufficient space to accommodate a path, without utilising part of the golf course. At the time of writing, discussion with the golf course and potential mitigation measures are not known.
11. Provision of pedestrian crossings consider several factors to determine the type and location of the crossing (refuge, zebra crossing of signalised crossings). This includes the number of people crossing, the volume and speed of traffic, driveways and achieving visibility and potential impacts on parking. At the time of writing this paper, such an investigation is not yet complete.

OPTIONS ANALYSIS

12. Staff have identified three options for Vale Street with further options for pedestrian crossing facilities.
13. For all options, the transports capital programme is constrained. Due to the reduction in NZTA partnership funding, Council's ability to deliver capital projects is reduced. Projects that attract NZTA funding will be prioritised against a number of other projects and tested for alignment with the current Government Policy statement on transport.

Community response programme

14. For those projects not prioritised for NZTA funding, but raised via the annual plan process, Staff recommend they be added to a list of projects where staff agree a problem exists. These projects will be planned and delivered where headroom in the Transport programme allows, maximising the programme delivery and solving small community identified transport issues.
15. Projects that may consist of but not limited to small road and intersection improvements, traffic calming measures, lighting improvements, guard railing, walking and cycling facilities, mesh installation, drainage improvements, and culvert upgrades and where constructability risk is low.

Vale Street options

Option One – Off road shared path along the golf course.

16. Provision of a concrete path utilising the existing berm along the golf course between Bureta Road and Landscape Road.

Advantages	Disadvantages
• Provide additional space for people using the path, which improves safety. • Improves accessibility and safety to access amenities, the Bureta shopping precinct and travel to and from school. • Maintains on street parking.	• The watercourse supports an overland flow path. Retaining is required to manage drainage and support the path, leading to higher cost. • Reduced path width between 1.8m and 2m. • Likely to require stormwater mitigation and the retaining structures are high cost. • There is insufficient space for a footpath due to a barrier and culvert on the corner of Landscape Road and Vale Road. Therefore, a path through the Council-owned golf course is needed.

Budget – Capex: \$1.51m

Budget – Opex: \$110k for investigatory and design preparation should the project proceed. This enables projects to be design ready for construction, in the event that savings and efficiencies are realised.

Budget – Opex: \$78k takes effect following the contractors' defects liability period. The expected lifespan of a concrete path is 50 years. However, due to potential damage from vehicles or trees, 5% of the path's cost is allocated as consequential operating expenses (Opex).

Key risks:

- (a) The proximity of the watercourse that runs along the Golf course is next to the proposed path. By adding a footpath close to the watercourse requires fencing and retaining resulting in high cost of the proposal.
- (b) Costs are indicative only, with further investigation required to finalise these.
- (c) Potential stormwater mitigation measures are not known nor financially quantified.
- (d) Utilisation of part of the golf course for use is yet to be finalised.

Recommended: No

Option Two: Combination of an off-road path and on road facilities.

17. Provide a combination of on and off-road path and use the current on-road shoulder as a de facto path, utilising kerb separators to ensure separation from traffic. This option mitigates the costs associated with additional retaining and mitigation along the watercourse.

Advantages	Disadvantages
- A more cost-effective solution that achieves the outcomes needed. - Provision of a connection between Landscape Road and Bureta intersection.	- Impacts on parking. - There is insufficient space for a footpath due to a barrier and culvert on the southern side of Vale Street at the Landscape Road and Vale Road. Therefore, a path through the Council-owned golf course is needed. - A small section along the path will require stormwater mitigation and retaining structures at high cost.

Budget – Capex : \$881k

Budget – Opex: \$80k for investigatory and design preparation should the project proceed. This enables projects to be design ready for construction, in the event that savings and efficiencies are realised.

Budget – Opex: \$44k allocated in future years and on takes effect following the contractors defects liability period. The expected lifespan of a concrete path is 50 years. However, due to potential damage from vehicles or trees, 5% of the path's cost is allocated as consequential operating expenses (Opex).

Key risks:

- (a) Costs are indicative only, with further investigation required to finalise these.
- (b) Potential stormwater mitigation measures are not known nor financially quantified.

- (c) Utilisation of part of the golf course for use is yet to be finalised.

Recommended: Yes - for further investigation and concept plan. There is an opportunity to collaborate with the submitter, who has offered to develop an early design for a path on the northern side of Vale Street at no cost

Option Three: Improve the footpath on the south side.

18. The existing footpath on the south side of Vale Street is 1.3m. Due to overhead power lines, opportunities to widen the path are limited and may only achieve between 1.5m and 1.8m.

Advantages	Disadvantages
- Provides an improved level of service than current. - Improves accessibility and safety to access amenities and travel to and from school.	- Limitations with existing infrastructure (power poles) - Can only be considered in conjunction with essential pedestrian crossings. - Grange / Vale intersection: Steep grade and high vehicle speeds may pose a challenge for a pedestrian crossing. - Costs may escalate excessively with potential for power pole relocation and underground services

Budget – Capex: \$660k

Budget – Opex: \$33k for investigatory and design preparation should the project proceed. This enables projects to be design ready for construction, in the event that savings and efficiencies are realised.

Budget – Opex: \$33k allocated in future years and on takes effect following the contractors defects liability period. The The expected lifespan of a concrete path is 50 years. However, due to potential damage from vehicles or trees, 5% of the path's cost is allocated as consequential operating expenses (Opex).

Key risks:

- (a) Costs are indicative only, with further investigation required to finalise these.
- (b) The constraints associated with overhead power lines makes this option not entirely feasible
- (c) Provision of pedestrian facilities at Vale Street

Recommended: No

Additional crossing facilities at various locations options

19. The submitters request pedestrian crossings be provisioned at various locations and it is agreed that crossing facilities are needed, particularly to support active travel to and from school or to local amenities or bus stops. The submitters requested crossings at the following key locations

- (a) Vale Street and Landscape Road intersection
- (b) Grange Road and Vale Street intersection

- (c) Grange Road to access Milton Road Shops
- (d) Grange Road, Pillans Point Road and Hinewa Road Intersection

Advantages	Disadvantages
Vale Street and Landscape Road	
- Provides access to and from the footpath on the southern side of Vale Street - Supports access to and from the new path along the Golf course should that proceed.	- Location for the crossing requires further investigation to determine a suitable location. - At the Vale Street intersection, high retaining walls and narrow footpaths preclude a crossing to be placed. An alternative location will need to be investigated.
Grange Road and Vale Street	
- Grange Road provides an attractive route to and from Pillans Point School - Supports access to and from the new path along the Golf course, should that proceed. - A suitable location for a crossing may not be within the desired line for use.	- Steep grades and limited sightlines require consideration. - There is no footpath along the eastern side of Grange Road. Due to power poles a path cannot be accommodated. - This means that pedestrians would need to cross Grange Road to access the footpath. - Two turning lanes into Grange Road means a crossing facility cannot be accommodated close to the intersection.
Grange Road and Milton Road Shops	
Improved accessibility.	- Significant loss of parking at the shops, unlikely to receive support - Alternative locations will require investigation but may be outside desire lines for pedestrians.
Hinewa Road /Grange Road /Pillans Road intersection	
Improved accessibility but requires further investigation to determine feasibility.	To be determined.

Budget – Capex: \$600k. Based on the assumption that four zebra crossings are appropriate. Costs may be less, for example, if pedestrian refuge islands are more appropriate.

Budget – Opex: \$ 33k for investigatory and preliminary design preparation should the project proceed. This enables projects to be design ready for construction, in the event that savings and efficiencies are realised. The majority of work will be undertaken utilising internal capability.

Key risks:

- (a) Costs are indicative only, with further investigation required to finalise these.

Recommended: Yes – Undertake further investigation and be reported to the City Delivery Committee in September 2025.

RECOMMENDATION

20. That staff collaborate with the submitter, who has offered to develop an early design for a path on the northern side of Vale Street (along the golf course) at no cost. That the outcome of this investigation be reported to the September City Delivery Committee meeting.
21. That more detailed investigation take place for pedestrian facilities at various locations to support accessibility and safety to and from school and
22. That the outcome of these investigations be shared with submitters. Where feasible, these get prioritised within the transport capital programme against other projects to determine its priority.
23. That \$10k OPEX be allocated to support further investigation into accessible crossing facilities between Vale Street and Pillans Point School, noting that the majority of work will be undertaken using inhouse capability.
24. Staff add these projects to the Community response programme where projects are competed if there is transport programme headroom available

NEXT STEPS

25. Undertake investigation of the path alongside the submitter and report the outcome to the City Delivery September meeting
26. In-depth investigations into various pedestrian facilities and prioritised, where appropriate within the capital programme and within funding available, noting that these will need to be considered alongside other projects.

SUBMISSIONS RECEIVED

Submission #: 801,29 and 320.

ATTACHMENTS

Nil

6/19/25, 12:11 PM

Grange Road Crossing

Grange Road Crossing

A group of local Pillans Point parents are trying to get traction from council to provide a safe crossing for kids and others in the community across Grange Road. We would appreciate if you could complete the following quick feedback form.

Do you cross Grange road to reach kindy? (either walking, or driving)

☒ Yes

☐ No

If walking, where do you cross?

☒ Corner of Milton and Grange

☐ Corner of Brinkley and Grange

☐ Corner of Hinewa and Grange

☐ Corner of Vale and Grange

☐ Other:

Would a safe pedestrian crossing across Grange Road make you more likely to bike/scooter/walk to Kindy than drive?

☒ Yes

☐ No, I'd drive anyway

https://docs.google.com/forms/d/1MoKWXXhq3EV94wCPwojFoF5DudPJ6bqJNuEU_9hH6_8/edit#responses

1/10

6/19/25, 12:11 PM

Grange Road Crossing

Please add any other comments below

.....

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Google Forms

https://docs.google.com/forms/d/1MoKWXXhq3EV94wCPwojFoF5DudPJ6bqJNuEU_9hH6_8/edit#responses

2/10

6/19/25, 12:11 PM

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☐ No, I'd drive anyway

6/19/25, 12:11 PM

Grange Road Crossing

Please add any other comments below

Milton/Grange road intersection is severely dangerous to cross for children. This road needs addition 30 km signs before the Grange Road shops as well as a crossing. There is not even a sign saying kids are present. I walk with my children as I am concerned for the safety and will not let them go across Grange by themselves. My older son struggles with this because of his own independence. But the road is dangerous. There is multiple points on grange where paths could be extended and a crossing put in. This not only for children but for everyone who lives on this street. I hope we have success soon to put a crossing and signs children are present. Thank you.

This content is neither created nor endorsed by Google.

Google Forms

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4/10

6/19/25, 12:11 PM

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6/19/25, 12:11 PM

Grange Road Crossing

Please add any other comments below

.....

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6/10

6/19/25, 12:11 PM

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☒ Yes

☐ No, I'd drive anyway

6/19/25, 12:11 PM

Grange Road Crossing

Please add any other comments below

I used to walk while my oldest son biked, then we biked together and I always felt very unsafe crossing grange due to the blind corner with cars coming really fast around the corner. Now that he is at school I'm now with my next youngest son coming to kindy. Unfortunately I don't feel safe enough walking to kindy with him because he would be on a runner bike and only knows how to cross roads safely at a predestrian crossing.

This content is neither created nor endorsed by Google.

Google Forms

6/19/25, 12:11 PM

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6/19/25, 12:11 PM

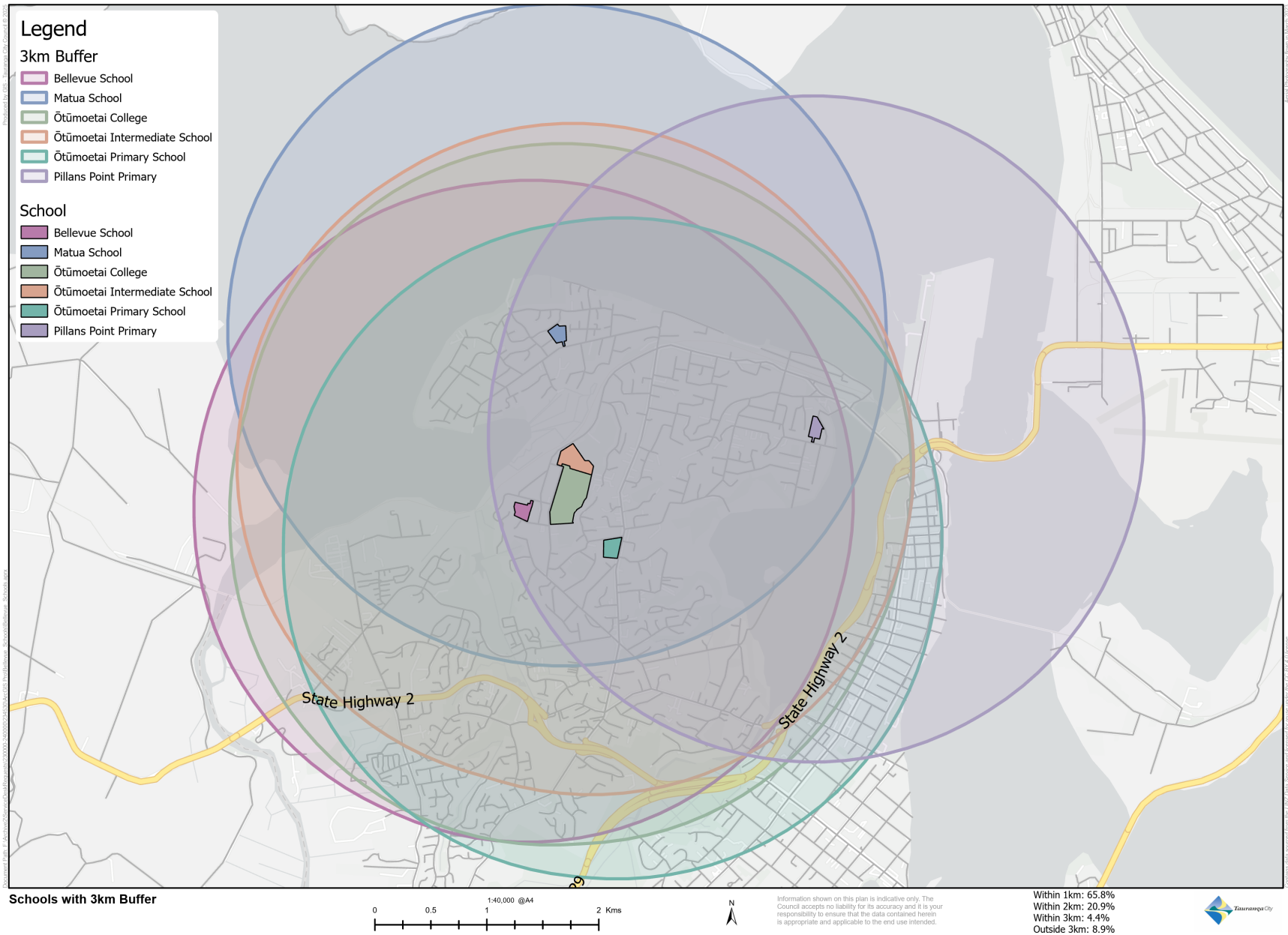
Grange Road Crossing

Please add any other comments below

While we appreciate you've put a mirror up on one side, this I currently doesn't appear to be positioned correctly and only services the vehicles that bother to look. The shops there are becoming increasingly popular and their busy periods seem to match the commuting time for children and families wanting to walk/bike/scooter.

This content is neither created nor endorsed by Google.

Google Forms



**Kaye Greenshields**
15 June · 🌐

Hi Families, I'm in the process of collecting information to add to my submission for safer roads and safer access around our community/schools. I've come up with some options below, that I think would be worth looking at as means of making it easier and safer to get around. If you could please select any of the options below that maybe beneficial to you and your family, so I can get a better idea of the more highly impacted areas.

FYI, you can select more than one answer

☐

Raised crossing on Grange Coach drive

2% >

×

☐

Raised crossing on Grange near Milton intersection

26% >

×

☐

Raised crossed on Grange near Hinewa

12% >

×

☒

Footpath along golf course on Vale St to mitigate crossing at Grange/Vale corner

41% >

×

☒

Intersection solution along Ngatai/Bureta Rds (near Kulim park)

19% >

×

 Hannah Hindrup, Kate Hancock and 5 others

103 votes 3 comments

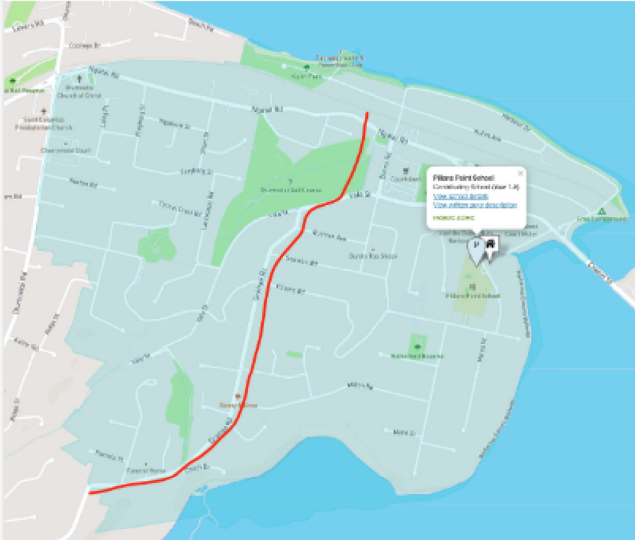


Grange Road Pedestrian Crossings Survey

by Kevin Piermarini on 20th October, 2023 13:34:47

 Students who are Current

DRAFT **PUBLISHED**



Kia ora,

The safety of our tamariki travelling to and from school is paramount. Therefore, we are conducting a survey to gather some information about how many students have to cross Grange Road if they were to walk or bike to and from school. My understanding is that Grange Road does not have any marked pedestrian crossings for students to use to cross Grange Road.

Please complete the survey question so we know the approximate number of students that would have to cross Grange Road to get to and from Pillans Point School.

Ngā mihi
Kevin

[show less](#)

If your child(ren) were to walk or bike to and from school, would they have to cross Grange Road?

VIEW RESPONSES

 Like  4  8

Surveys

If your child(ren) were to walk or bike to and from school, would they have to cross Grange Road?

This survey was included in the following Community Feed posts:

- [Grange Road Pedestrian Crossings Survey](#) (20th October, 2023 13:34:47) by Kevin Piermarini

Response Summary

Yes	135
No	174
[No response]	258

3.6 Bryan Sanson - Safety Concerns on Grange Road

ATTACHMENTS

- 1. Bryan Sanson - Public Forum - Otumoetai_Pedestrian_Safety_Improvements_Report_FINAL - A18942536  

PEDESTRIAN SAFETY IMPROVEMENTS TO VALE ST & GRANGE ROAD

FOLLOW UP DESIGN REPORT TO ANNUAL PLAN SUBMISSION - OCTOBER CITY FUTURE COMMITTEE MEETING

SEPTEMBER 2025

PREPARED PRO-BONO BY A CONCERNED MEMBER OF THE ŌTŪMOETAI COMMUNITY AND PARENT OF TWO YOUNG CHILDREN



FOREWORD.

I am a NZILA Registered Landscape Architect with over 17 years' experience in designing and delivering large scale public realm, infrastructure, transportation, development and commercial projects throughout New Zealand.

I have been living and working in Tauranga for the last 15 years, where my young family and I call Ōtūmoetai our home. My two sons (ages 7 and 10) go to Pillans Point School and prior to that went to Ōtūmoetai Kindergarten.

During our time living in Ōtūmoetai we have witnessed countless incidents with vehicles, including crashes, multiple near misses with pedestrians, and even as recently as August I helped a friend (father of two school age children) directly after he was hit by a car cycling home along Vale Street. These observations and experiences have highlighted to me that as our community has grown, and the population dynamics have swung back to young families in the last decade, our roading and pedestrian infrastructure has remained largely unchanged.

In April this year, I prepared a submission to Tauranga City Council as part of the 'Annual Plan 2025-2026 and Local Water Done Well' process. In this submission I outlined my concerns and noted where the community had asked council for pedestrian safety improvements in the past.

I also offered my expertise (free of charge) to work with council staff and come up with a design solution for a separated shared pathway along the berm on Vale Street (beside Golf Course), to provide the community and most importantly the children a safe way to commute east or west beyond the barrier of Grange Road.

Based on the formal response I received from council staff taking me up on my offer of design support, I have prepared the following report that outlines:

- 1. Primary safety concerns
- 2. How the community are currently impacted
- 3. Key council policy and strategies that support the need for more investment in pathways and crossings in Ōtūmoetai
- 4. Development of a Low-Cost, Low-Risk interim design solution for a shared pathway along Vale Street (as per my original submission), that I propose council implement to improve the safety of east-west pedestrian and cyclist movements.

DOCUMENT QUALITY ASSURANCE

PREPARED BY:

Bryan Sanson

NZILA Registered Landscape Architect



IN PARTNERSHIP WITH:

Pillans Community Road Safety Group & Members of the Ōtūmoetai Community

Pillans Point School

WITH SUPPORT AND COLLABORATION FROM (FOR ANALYSIS, DESIGN + COSTINGS):

Tauranga City Council Staff



BRYAN SANSON

KAIHOAHOA WHENUA | LANDSCAPE ARCHITECT, SENIOR PRINCIPAL

BOFFA MISKELL - TAURANGA

Boffa Miskell



TOHU MĀTAURANGA | EDUCATION

Bachelor of Landscape Architecture (Hons), Lincoln University, 2008
Graduate Certificate in Resource Studies, Lincoln University, 2009

NGĀ PUKENGA O MUA | EXPERIENCE

17 Years

TŪHONO MĀTANGA | AFFILIATIONS

Registered Landscape Architect (NZILA) – NZ Institute of Landscape Architects
Member, Urban Design Forum
Member of Recreation Aotearoa

WHAKAWHANAKE MĀTANGA | PROFESSIONAL DEVELOPMENT

ISMCPi Advanced CPTED Training Workshop, 2017
NZIHT Understanding NZS3910:2013 Conditions of Contract, 2014

TĀHUHU NGAIO | PROFESSIONAL BACKGROUND

Bryan is a Senior Principal Landscape Architect in the Boffa Miskell Tauranga Office. Prior to joining Boffa Miskell he worked for Waikato District Council delivering public realm projects for the community.

As a senior landscape architect in the company with a focus on design and delivery, Bryan's approach is around an inclusive design process centred on a foundation of strong design principals and always strives to achieve the best outcomes for the community and the environment.

Bryan has background in a variety of projects, where his experience ranges from large scale master planning, commercial and large-scale industrial rehabilitation, to public realm and open space planning and design, subdivision design, residential intensification design, community engagement, through to detail design and managing construction of projects on site.

Bryan has successfully led the design and implementation for several high-profile community infrastructure and public realm projects in Tauranga, across the Bay of Plenty and Waikato Regions.

He advises a broad range of clients in the realm of landscape architecture including councils, community groups, primary industry entities and private developers

PUKENGA HANGARAU | RELEVANT TECHNICAL SKILLS

- Landscape Architecture + Urban Design
- Public Realm, Streetscape Design
- Masterplanning | Open Space Planning and Network Development
- Greenfield and Brownfield Residential Design
- Large Scale Commercial, Infrastructure, and Industrial Rehabilitation
- Project Management | Contract Management
- Community Engagement | Graphic Communication

TŪMAHI WHEAKO | RELEVANT PROFESSIONAL EXPERIENCE

Key Project Experience	Completed
Landscape Architecture Lead & Project Lead, Marine Parade Coastal Pathway & Reserve Upgrade, Tauranga	2021 - 2024
Landscape Architecture Lead & Project Lead, Te Ara ō Wairakei Stormwater Reserve Upgrade, Tauranga	2015 - ongoing
Landscape Architecture Lead & Project Lead, Whitianga Town Centre & Waterfront Esplanade Redevelopment	2016 - 2020
Landscape Architecture Lead & Urban Design Lead, Keenan Road Urban Growth Area Open Space & Community Facilities Masterplan, Tauranga	2024 - ongoing
Landscape Architecture Lead & Project Lead, Omokoroa Open Space & Reserves Network Strategy	2020 - 2021
Landscape Architecture Lead Te Hononga Ki Te Awanui Coastal Path, Tauranga	2021 - 2024



OUR CONCERN...

“Lack of pedestrian infrastructure on Grange Road and Vale Street prevents safe east–west community travel, especially for our children.”

CONTEXT

The adjacent plan is the Liveable Neighbourhoods plan taken from the Ōtūmoetai Spatial Plan with roading hierarchy overlaid. This plan clearly illustrates how centrally located Grange Road is and that it directly connects Chapel Street with Ōtūmoetai Road, which is why council has classified it as a 'Primary Collector'.

Based on council and NZTA standards for primary Collectors Grange Road is classified to receive over 3,000 vehicle movements per day, and several side streets (Vale, Hinewa, Milton) classified as Secondary Collectors receive over 1,000 vehicle movements per day. Based on this classification and the design standards applicable to this, Grange Road should have extensive infrastructure to enable safe pedestrian and cycling movements.

This is not currently the case and Grange Road, Vale Street and others have outdated and insufficient pedestrian infrastructure and is a significant barrier for the community to safely cross or commute along. This has resulted in the community having to adapt to keep children themselves and others safe by instead driving the short distances to local schools, commercial centres, medical centres, and elsewhere that otherwise should be a safe and simple walk or bike.

LEGEND

1

PILLANS POINT SCHOOL

2

OTUMOETAI INTERMEDIATE

3

OTUMOETAI COLLEGE

4

OTUMOETAI GOLF COURSE

|||||

PRIMARY COLLECTOR ROAD - GRANGE ROAD

|||||

SECONDARY COLLECTOR ROADS

Key

Project extent

Parks and reserves

Schools

Existing roads

Railway

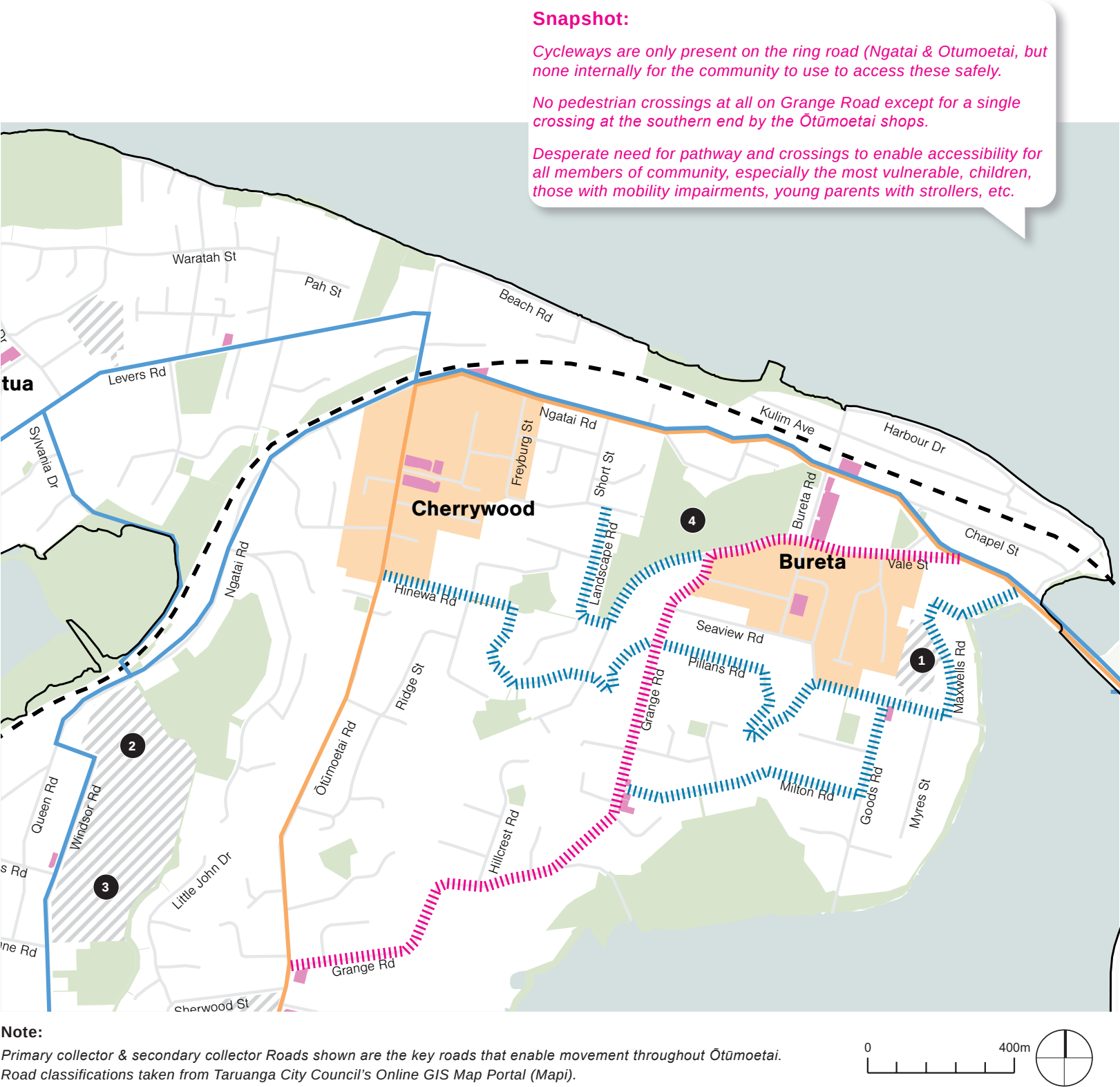
Proposed frequent bus route

Proposed separated cycleway

Commercial business zone

Urban Marae zone

Proposed housing choice



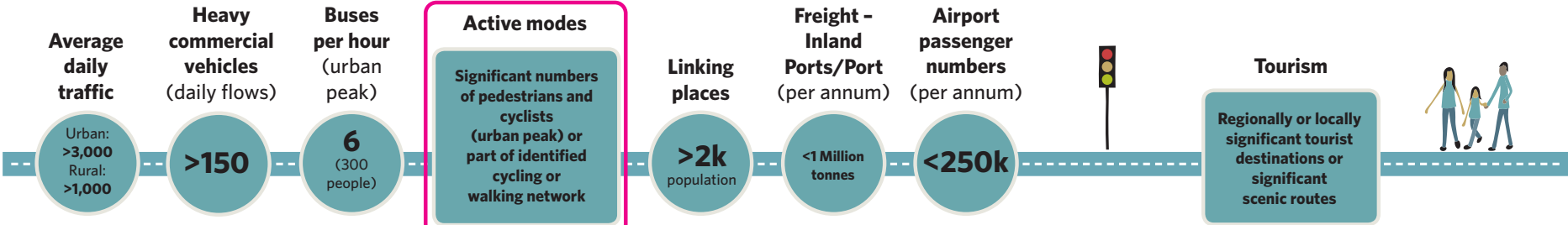
ROAD CLASSIFICATION

One Network Road Classification (ONRC) Performance Measures - NZTA National Standards



GRANGE ROAD + VALE STREET (EAST)
CLASSIFIED AS:

PRIMARY COLLECTOR

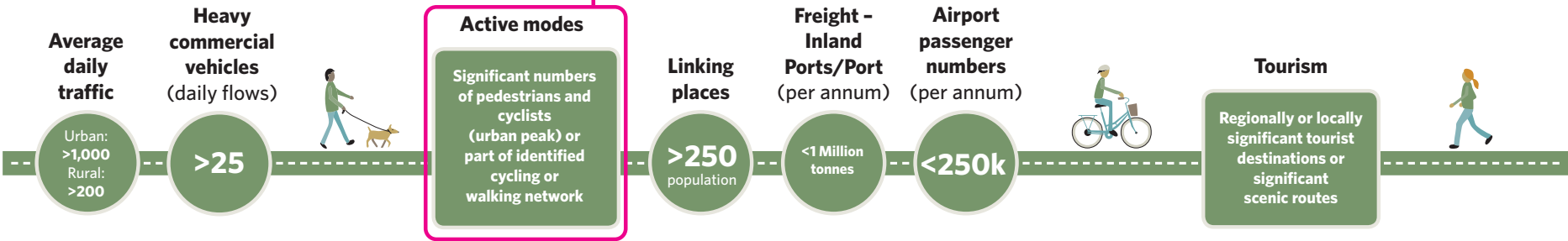


DEFINITION:
These are locally important roads that provide a primary distributor collector function, linking significant local economic areas or population areas and designed to handle high traffic volumes.

Missing piece of the puzzle:
The current pedestrian and cycling infrastructure in Ōtūmoetai does not align with this, or support the community demand for transport options - This results in more daily vehicle movements as parents and others drive their children and those with mobility challenges as the only current safe option.

VALE STREET (WEST) + HINEWA ROAD + MILTON ROAD
CLASSIFIED AS:

SECONDARY COLLECTOR



DEFINITION:
These are roads that provide a secondary distributor/collector function, linking local areas of population and economic sites. They may be the only route available to some places within the local area and designed to handle moderate traffic volumes.

TAURANGA STREET DESIGN GUIDE

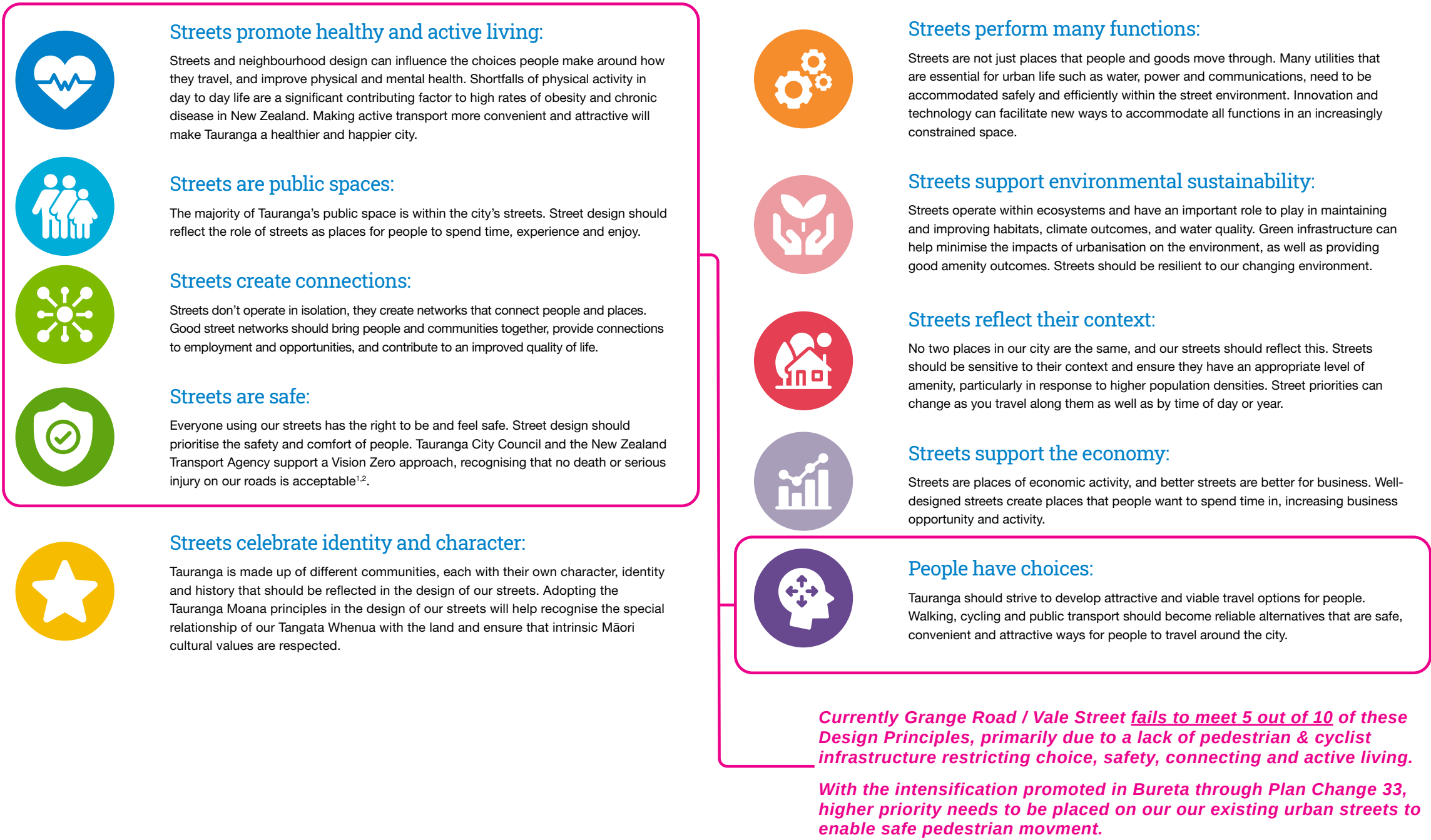
Content take from Tauranga City Street Design Guide



This Street Design Guide for Tauranga is designed to sit alongside the Infrastructure Development Code (IDC), and provide greater guidance in the application of the Street Design Tool and Street Design Diagrams.

This guide outlines principles that underpin the development of streets and should be the first reference for anyone involved in the development of streets in Tauranga, whether developing greenfield land, redeveloping brownfield land or retrofitting existing streets.

DESIGN PRINCIPLES



LACK OF CHOICE - ACCESSIBILITY & MULTI-MODAL

LACK OF OPTIONS

Being an inner-city suburb, Ōtūmoetai should have a well-connected network of multi-modal movement options to access the community centres, public amenities, community facilities, places of education, worship, and employment. It currently has a substantial shortfall in offerings, limiting choice to the residents on how they commute.

PUBLIC TRANSPORT

This map shows the closest bus stops available to the public living west of Grange Road to access their places of employment, retail centres, medical facilities, school, university, etc. All of which require pedestrians to cross Grange Road.

Given the hilly terrain and steep grade of some of the east/west direction roads (Hinewa, Pillans, Grange), the only bus stop that meets accessibility standards for grade is at the Bureta Shops. This is still unsafe to access as there is inadequate footpaths and no safe pedestrian crossing along the northern 2km+ section of the Grange Road corridor.

MULTI-MODAL

This map shows the current provisions (existing or intended) for cycleways / shared pathways in the road corridor network for Ōtūmoetai. The Ngatai Road cycleway provides protected route for commuters, there is limited to no safe way for the residents living south of Ngatai Road to access this corridor. Confident and able cyclists (mostly adults) use the live traffic lane to commute, but children and those not confident are forced to use the undersized footpaths and unsafe informal crossings to access the wider network.

LEGEND

- 1

PILLANS POINT SCHOOL
- 2

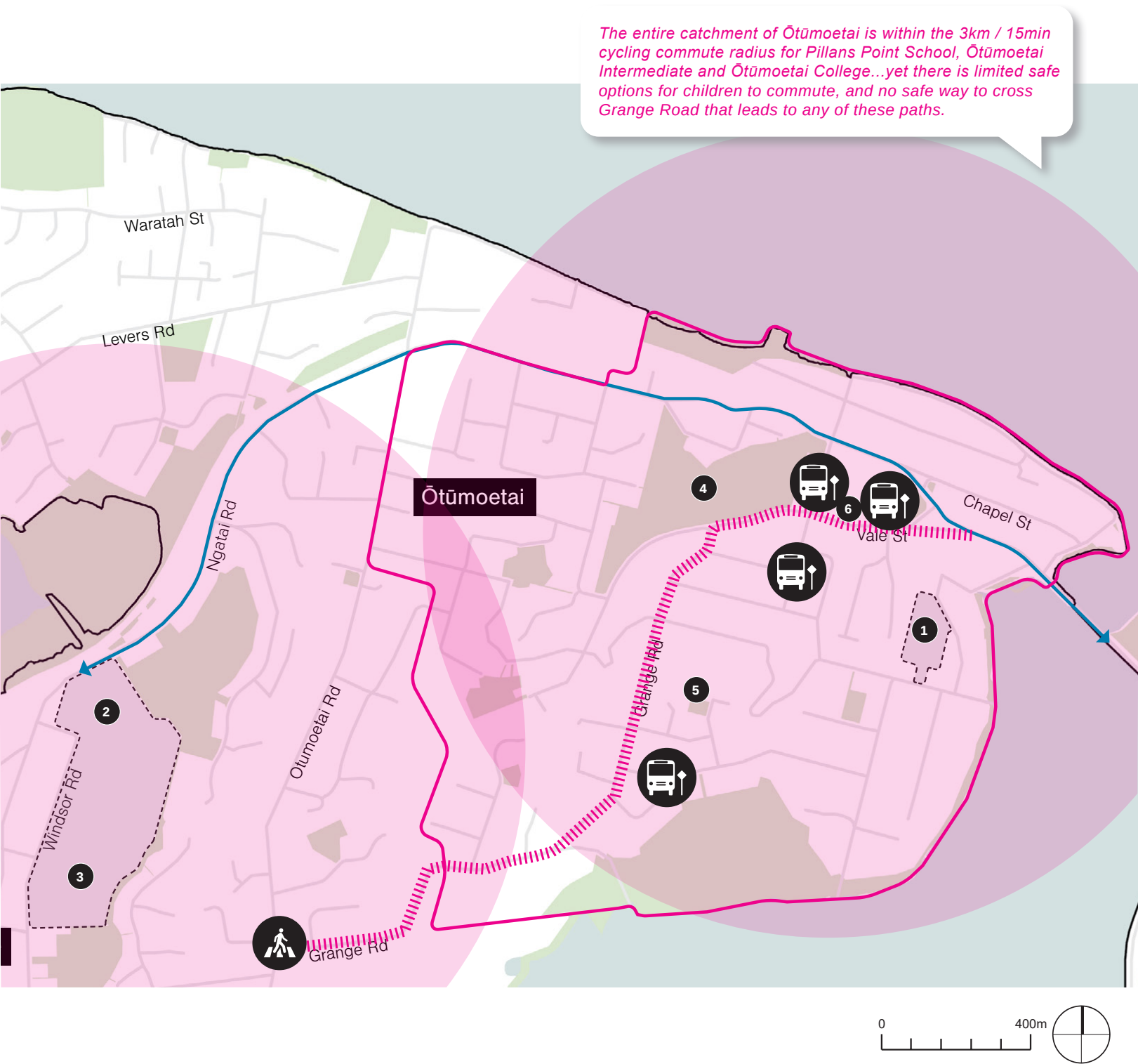
OTUMOETAI INTERMEDIATE
- 3

OTUMOETAI COLLEGE
- 4

OTUMOETAI GOLF COURSE
- 5

OTUMOETAI KINDERGARTEN
- 6

BURETA SHOPS / WOOLWORTHS
- GRANGE ROAD
- PROPOSED / EXISTING SEPARATE CYCLEWAY
- BUS STOP
- PEDESTRIAN CROSSING
- 15MIN WALKING RADIUS (1,200M)
- PILLANS POINT SCHOOL ENROLMENT ZONE



COMMUNITY’S VOICE - OTUMOETAI SPATIAL PLAN

Excerpts and content taken directly out of TCC’s Ōtūmoetai Spatial Plan 2023-2050 Document that directly relate to the community's identified need for better pathways and access within the peninsula.

KEY CHALLENGES

The Ōtūmoetai Spatial Plan outlined a series of key challenges that TCC were needed to respond to.

One of the Four key challenges that was identified by the community was:

“Transport and safe walking and cycling options are limited and do not encourage people to catch the bus, walk or cycle.”

With a forecasted population increase to 31,800 by 2050, further compounded by Plan Change 33 promoting housing intensification around Commercial Centres such as Bureta, the need for quality pedestrian and cycling infrastructure and multi modal movement options is even more critical.

CONNECTED NEIGHBOURHOODS

A connected neighbourhood means that we can move around and get to the places where we need to go easily by using a range of transport options. With a strong focus on public transport, walking and cycling, people are encouraged to choose safe and active ways to move around, providing health and environmental benefits and supporting economic and social opportunities.

To achieve this outcome, Council will follow these key directions:

- A. Support mode shift to low and zero emission travel modes such as bus, walking and cycling
- B. Provide safe and accessible transport facilities such as footpaths, cycleways and bus stops/shelters suitable for people of all ages and abilities
- C. Enhance wayfinding for pedestrians and cyclists to guide people through the Ōtūmoetai Peninsula and enhance their understanding and experience of the area
- D. Connect our paths to join up the existing network of off road walking / cycle routes
- E. Improve east-west connectivity for walking and cycling across Ōtūmoetai Peninsula by creating more direct links
- F. Manage traffic to discourage through movement by vehicles, reduce emissions and improve safety for walking and cycling.

ACCESSIBILITY FOR ALL AGES AND ABILITIES

Key Priorities Identified to Improve Accessibility:

- 1. Improve kerb cutdowns and crossing areas to enhance accessibility. This includes shallower grade ramps, smooth transitions to the road, and shorter crossing distances which enable safe independent access for all users, particularly people in wheelchairs
- 2. Key routes should be fully accessible, incorporating universal design principles
- 4. Provide access to bus stops and bus stop facilities that are suitable for people of all ages and abilities



SUSTAINABILITY

The Ōtūmoetai Spatial Plan sought to address sustainability by the following four principles:

	Social - By planning for more liveable neighbourhoods and high quality residential and commercial development - By enabling more housing choice for people and making centres more accessible to improve access to opportunities.
	Culture - Through our partnership with mana whenua and delivering the Pou (guiding pillars) which underpin this spatial plan - Providing neighbourhoods that reflect our city's culture and history.
	Economy - Enhancing connections between neighbourhoods and with the rest of our city - Developing a strong local economy with centres that serve everyday needs.
	Environment - Fostering a healthy and resilient environment - Improving biodiversity, water quality and better amenity and open spaces - Encouraging an urban form and mode shift which will support our emissions reduction objectives.

Where is the investment from Council to enable these agreed actions?

Why is this not enabled through funding allocation in the 2025/26 Annual Plan & Long Term Plan?

COMMUNITY’S VOICE - OTUMOETAI SPATIAL PLAN (BURETA ACTIONS)

KEY ACTIONS IDENTIFIED

Below are key actions taken directly out of the Ōtūmoetai Spatial Plan that relate to the concerns raised in the 2025/26 Annual Plan Submissions led by myself and others in the Ōtūmoetai Community:

Action No. 6 - Allow provision for medium density (up to four storeys) in the upper Bureta area within walkable distance of the Bureta retail/ commercial centre and City Centre that has low risk of natural hazards. This will provide a greater choice of housing opportunities for people of all ages and abilities.

(Note: This will put further pressure on the roading network and increase the risk of conflicts with vehicles and pedestrian/cyclists unless safety improvements are undertaken)

Action No. 7 - Support existing and future community wellbeing through improvements to neighbourhood public spaces, local and city wide accessibility and local amenities

Action No. 9 - Provide improved bus stop facilities and access to buses and shops from the wider area.

- Action No. 12** - Provide a walking and cycling connection between Bureta centre and the Baden Street reserve via Vale Street, (follows golf course to connect Bureta and waterfront with the estuary path).

Action No. 15 - Deliver safety improvements at Grange Road and Milton Road pedestrian crossings.

Action No. 16 - Develop pathways around Bureta Park (Ōtūmoetai Golf Course) which ensures safety and accessibility of all users.

All we are asking is Council to deliver on these three actions that they agreed to in the Ōtūmoetai Spatial Plan to greatly improve pedestrian safety for our community



SCHOOL ZONES - OUR COMMUNITY’S MOST VULNERABLE COMMUTERS

Ōtūmoetai College and Ōtūmoetai Intermediate sites are to the west of Grange Road, and Pillans Point School is located on the eastern side of Grange Road on the far eastern edge of the Ōtūmoetai Peninsula.

Student populations for each are as follows:

- Ōtūmoetai College -**
- 2,000+ Year 9 to 13 Students (13-18 year old)

- Ōtūmoetai Intermediate -**
- 900 to 950 Year 7 & 8 students (11-12 year olds)

- Pillans Point School -**
- 510 to 550 Year 0 to 6 students (5-10 year olds)

Cumulative total of children attending these schools: 3,400 - 3,500

This plan clearly illustrates the barrier Grange Road is in providing a safe connection for children of all ages to access their school, especially with it cutting through the middle of the Pillans Point School enrolment zone, which has the youngest of our community attending.

Otumoetai Kindergarten is also impacted by the lack of pedestrian infrastructure to enable children of ages 2-5 and their families located on the western side of Grange Road to safely commute.

LEGEND

1

PILLANS POINT SCHOOL

2

OTUMOETAI INTERMEDIATE

3

OTUMOETAI COLLEGE

4

OTUMOETAI GOLF COURSE

5

OTUMOETAI KINDERGARTEN

6

BURETA SHOPS / WOOLWORTHS

|||||

GRANGE ROAD

PILLANS POINT SCHOOL ENROLMENT ZONE

OTUMOETAI COLLEGE AND INTERMEDIATE ENROLMENT ZONE

RESERVE ACCESS PATHS THAT STUDENTS USE TO ACCESS ALL THREE SCHOOLS BY WALKING, BIKING OR ON SCOOTER

A

LEMON GROVE STORMWATER RESERVE

B

VALE STREET STORMWATER RESERVE

C

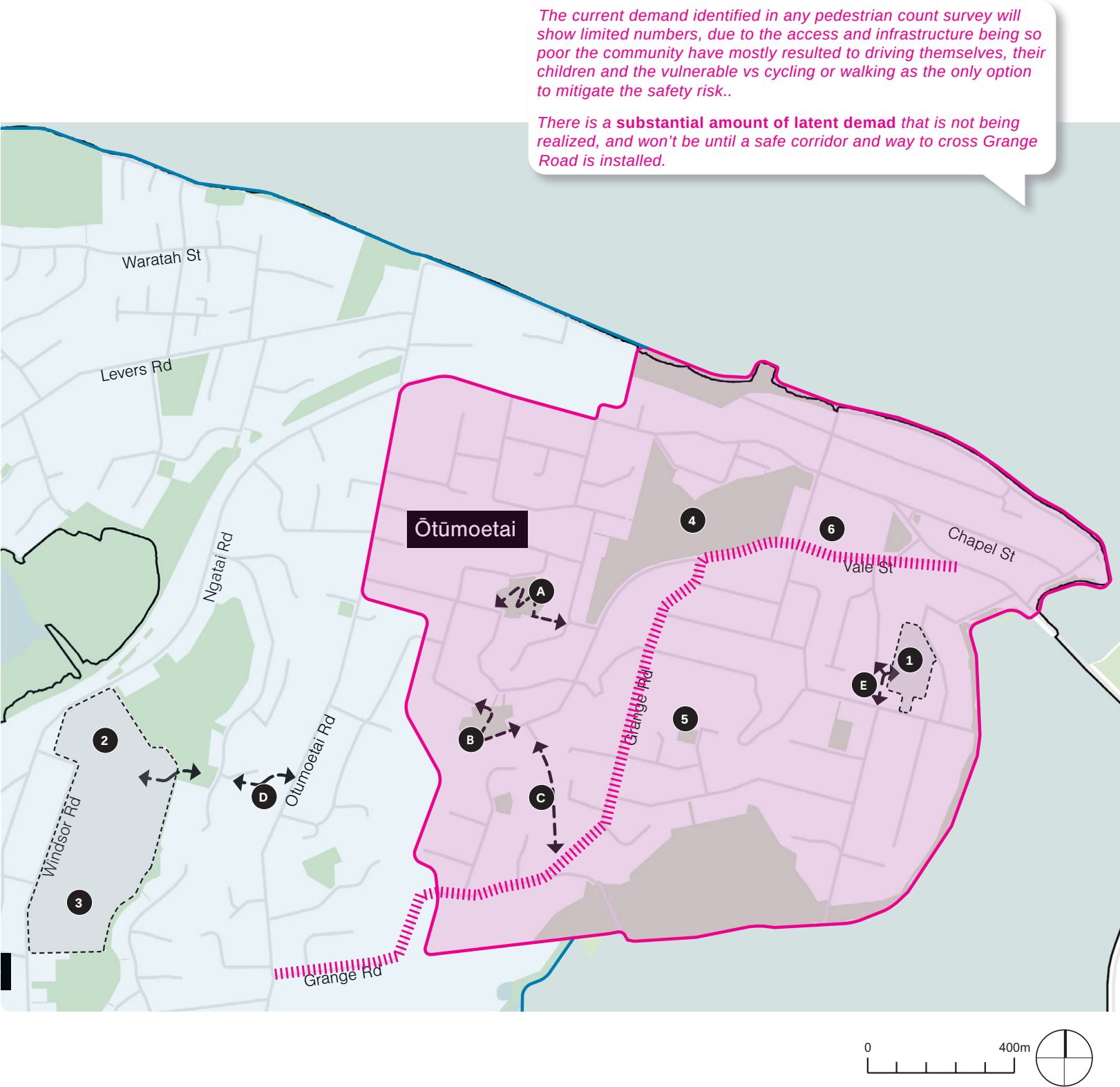
BADEN STREET STORMWATER RESERVE

D

OTUMOETAI ROAD ACCESS STAIRS TO CARLTON RESERVE

E

ANDREW PLACE / PILLANS ROAD ACCESS LANE

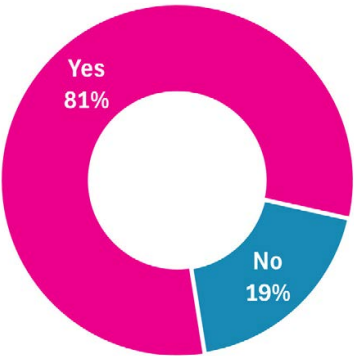


PILLANS POINT SCHOOL - LETTER OF SUPPORT + SURVEY OUTCOMES

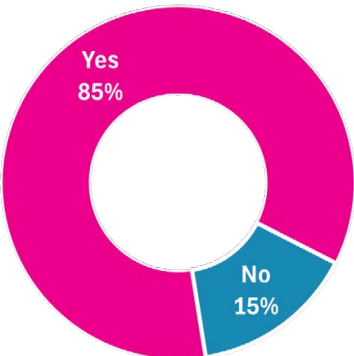
In response to the multiple submissions to TCC's Annual Plan, in August members of the community met with Pillans Point School to discuss our concerns and received full support from them. The school the undertook a short survey through the school communication app to get more recent statistical data from the families to help understand if Grange Road is a barrier for their children to safely walk, bike or scooter to school.

See below key findings of the survey:

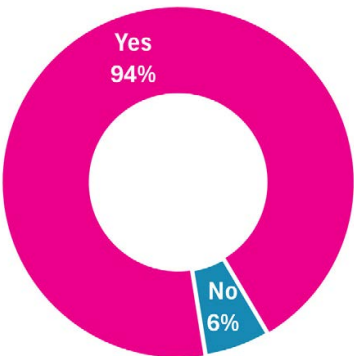
Do you live on the western side of Grange Road (opposite side to Pillans point School)?



Is Grange Road currently a barrier for you to allow your child to safely walk, bike or scooter to Pillans Point School?



Would you be more inclined to allow your child to walk, bike or scooter if there was a safe way to cross Grange Road or travel along the side of the Golf Course?



Note: The above survey received 100 responses in the short time it was open. A previous survey commissioned by Pillans Point School in 2023 highlighted similar results and noted that approximately 170 families live on the western side of Grange Road.

Letter of support supplied by Pillans Point School stating their concerns around the safety of Grange Road and requesting that Council prioritize implementing safety measures for the community.



12 August 2025

Tauranga City Council

Subject: Urgent Concerns Regarding Child and Community Safety on Grange Road

Dear Tauranga City Council,

I am writing on behalf of the students, parents, and wider community of Pillans Point School to express our serious and urgent concerns regarding the safety of Grange Road, particularly for our children travelling to and from school.

Our primary concern is the significant risk posed to child and community safety due to the current conditions of Grange Road. The volume and speed of traffic, combined with a lack of safe walking and cycling infrastructure to cross the road safely, have created a hazardous environment. Parents are increasingly reluctant to allow their children to walk or cycle to school, instead opting to drive them, which in turn exacerbates traffic congestion and further compromises safety around the school gates.

From a community perspective, the road is a major barrier to a more active and connected community. It discourages residents from using alternative, more sustainable modes of transport and creates a constant source of stress and worry for families. We believe that addressing the safety issues on Grange Road is not just a school concern but a community-wide priority.

We urge the Council to make this issue a priority. Implementing measures to improve safety on Grange Road would not only protect our most vulnerable road users but would also have a positive ripple effect. By creating a safer environment for walking and cycling, we can encourage more children to use these modes of transport. This will, in turn, help to alleviate the traffic and pedestrian safety concerns that currently plague the streets directly surrounding our school.

We are ready and willing to work with the Council to find a solution. We believe that by collaborating, we can make Grange Road a safer and more welcoming space for everyone.

Thank you for your time and consideration of this critical matter. We look forward to your prompt response and the opportunity to discuss this further.

Sincerely,

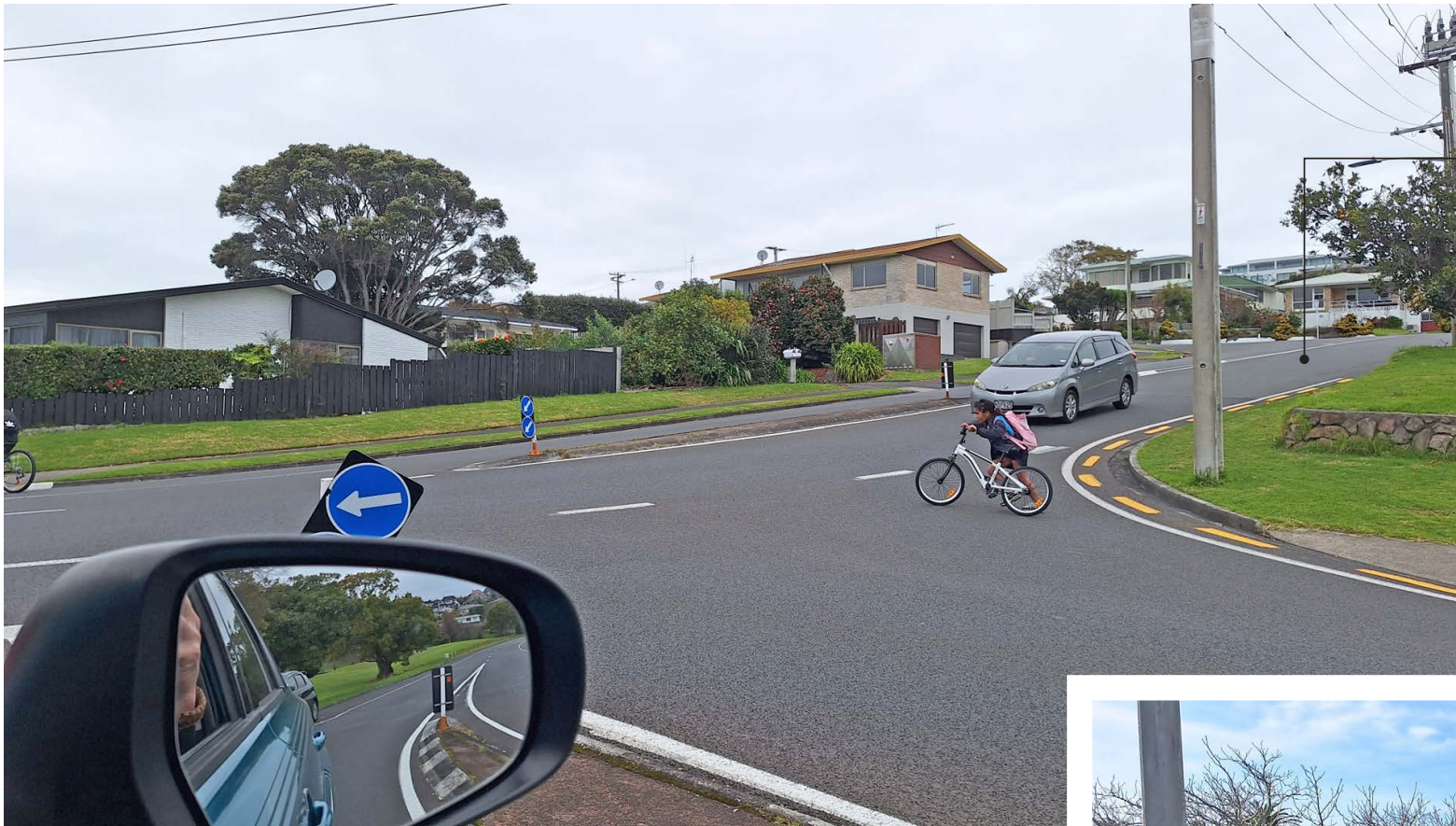
Jacq Price

Principal

Pillans Point School



WHAT THE COMMUNITY HAVE TO EXPERIENCE DAILY



School age child trying to cross at the intersection of Grange & Vale. Car in picture came around the blind corner and had to brake heavily to stop in time and allow child who was struggling to cross do so safely.

Photo: 6 August 2025

Hinewa Road / Grange Road Intersection, wide carriageway, difficult sightlines due to slope and speed of traffic makes it hard to cross safely



Informal crossing at Milton Road has poor sightlines due to car parking blocking visibility. Children regularly cross this busy intersection whilst having to consider fast moving traffic and reversing vehicles

Mother with stroller trying to cross at the busy intersection of Grange & Vale having to navigate turning vehicles to collect her children from Pillans Point School
Photo: 15 August 2025



VALE STREET / GRANGE ROAD INTERSECTION - SITE SAFETY ANALYSIS

This intersection is currently the most accessible and direct route to Pillans Point School, Bureta Shops, bus stops, etc. for those commuting by bike, scooter or walking. It is extremely unsafe and a substantial barrier for the community to safely commute in an east / west direction via walking, biking or riding a scooter.



PROPOSAL - INTERIM SOLUTION TO ALLEVIATE THE URGENT SAFETY ISSUES

SHEET 1 OF 4

Knowing that council's budgets are limited, and the opportunity to access external funding is greatly reduced in recent years, innovative design solutions are required to deliver the needed safety infrastructure.

The **design solution proposed** is a ‘**LOW COST, LOW RISK**’ option that provides the pedestrian infrastructure urgently needed to improve the access and safety for the community.

The expectation is that once the ‘Latent Demand’ is clearly evident in the increased pedestrian and cyclist usage (through folow up council survey) that capital budget is allocated and a more permanent design response is undertaken by council.

SAFETY IMPROVEMENT 1 - VALE STREET SHARED PATHWAY

Implement a 2.5m wide shared pathway along the side of the golf course using a series of design responses to navigate specific sections to connect a pathway between Landscape Road and the Bureta/Vale Intersection.

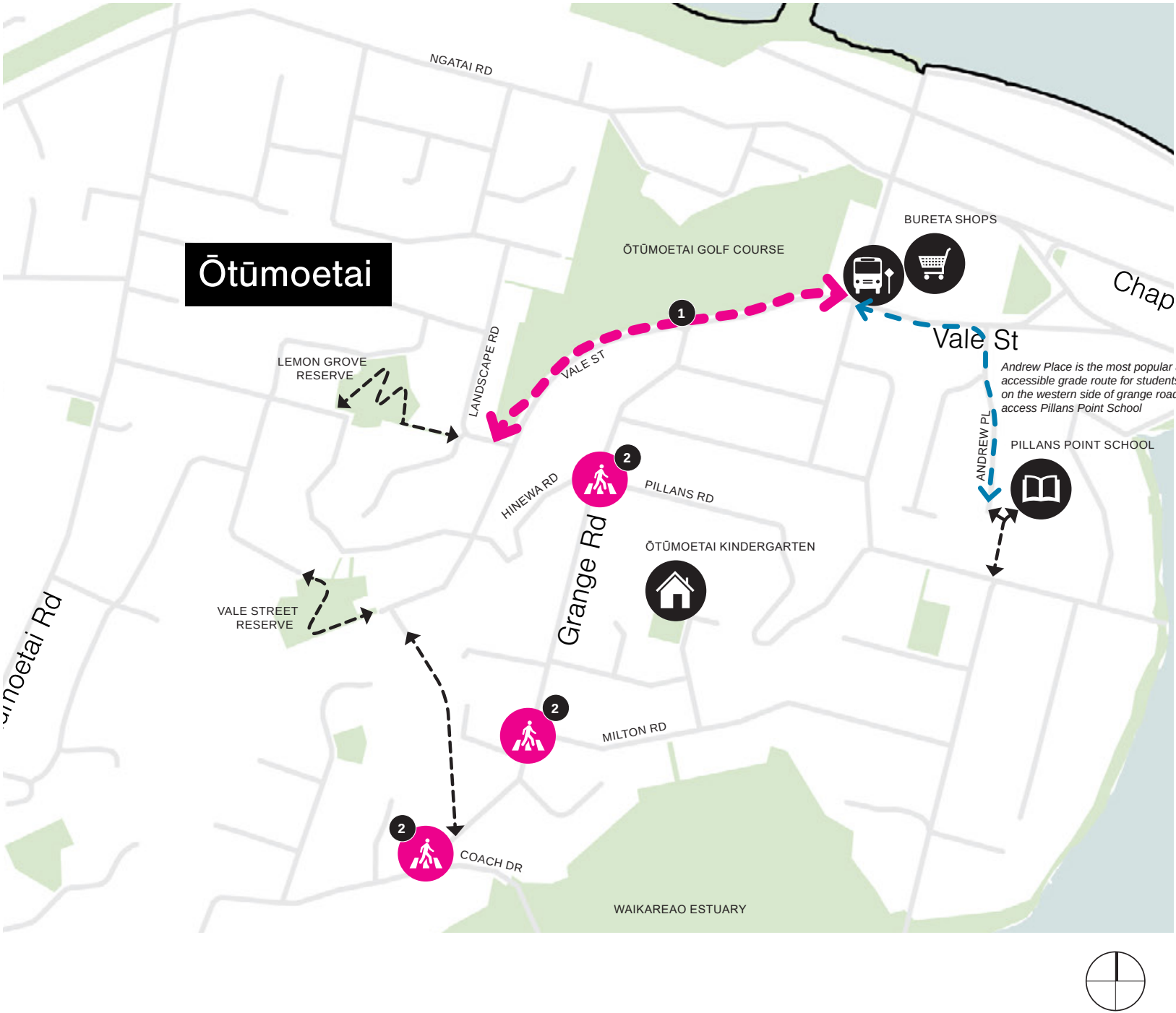
- Install a pedestrian crossing on Landscape Road that leads into the back of the golf course before it is directed back up on the parking aisle on Vale Street.
- The bulk of the pathway can utilise the superfluous parking aisle adjacent the golf course with minimal investment required to delineate from the live traffic.
- The critical section at the highest risk area by the Vale Street / Grange Road corner is to utilise a mixture of interventions with putting a section of path through the existing garden bed then installing a new retaining wall on the stream edge to enable the path to run behind the kerb for another 50m section before reconnecting to the parking aisle.
- Terminate the shared path in the parking aisle where is connects into the existing infrastructure at the recently completed Bureta/Vale roundabout.

Note: Additional design development for this is illustrated conceptually on the following pages, as this was the focus of my submission.

SAFETY IMPROVEMENT 2 - PEDESTRIAN CROSSINGS

Install a series of pedestrian crossings along the balance of Grange Road at key locations to improve east/west pedestrian movement and help slow traffic speeds along the road corridor.

- Pedestrian Crossing at Milton Road - Upgrade the existing informal crossing including pushing out kerbs to reduce distance of travel for pedestrians and create more side friction to slow traffic.
- Pedestrian Crossing at Hinewa Road - Upgrade the existing informal crossing that connects Hinewa Road and Pillans Road including pushing out kerbs to greatly reduce distance of travel for pedestrians and create more side friction to slow traffic.
- Pedestrian Crossing at Coach Drive - Upgrade the existing informal crossing.

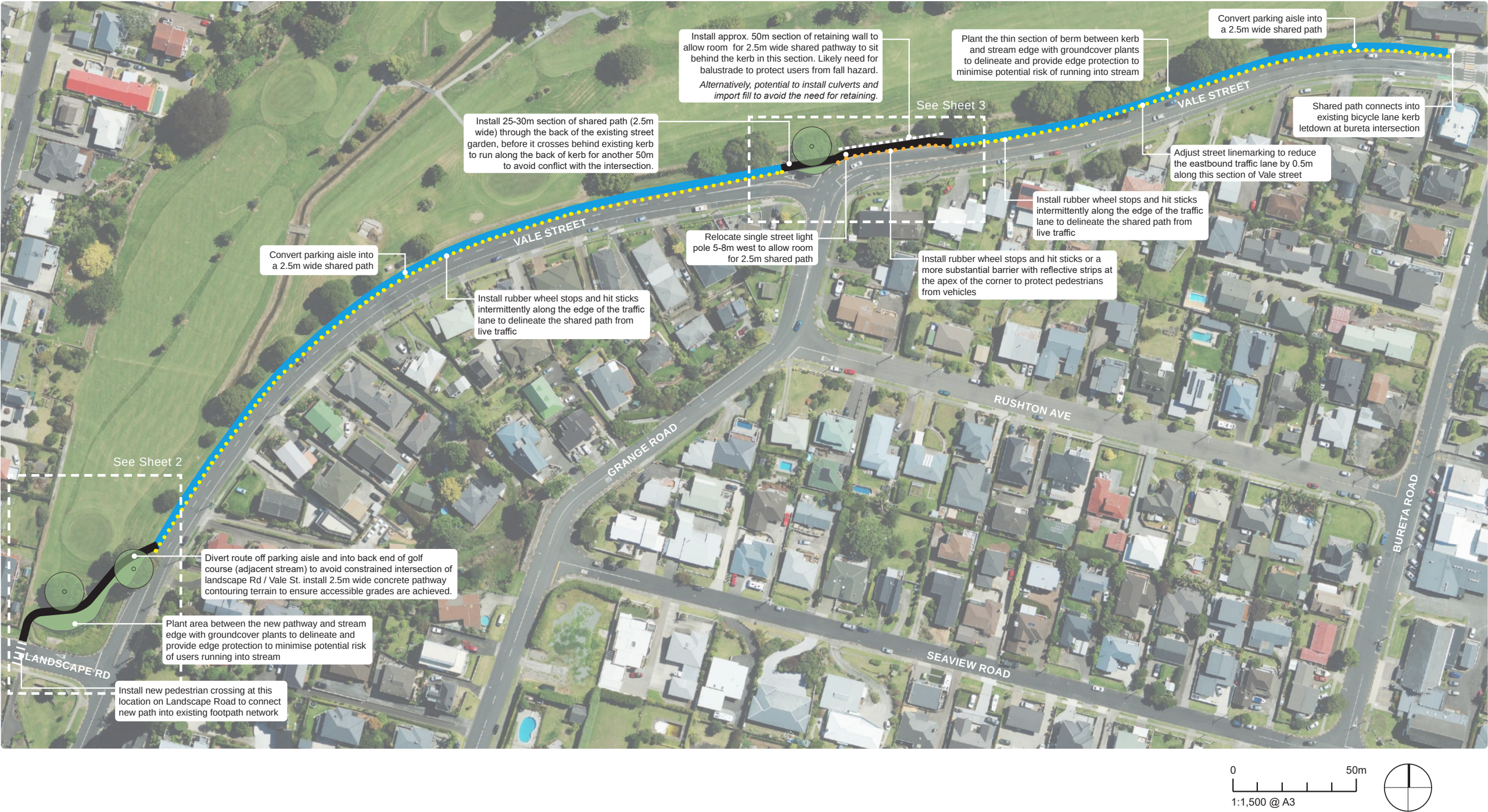


SAFETY IMPROVEMENT 1 - VALE STREET SHARED PATHWAY

SHEET 2 OF 4

Proposed design solution to implement a 'Low Cost, Low Risk' 2.5m wide shared path along the side of the Ōtūmoetai Golf Course

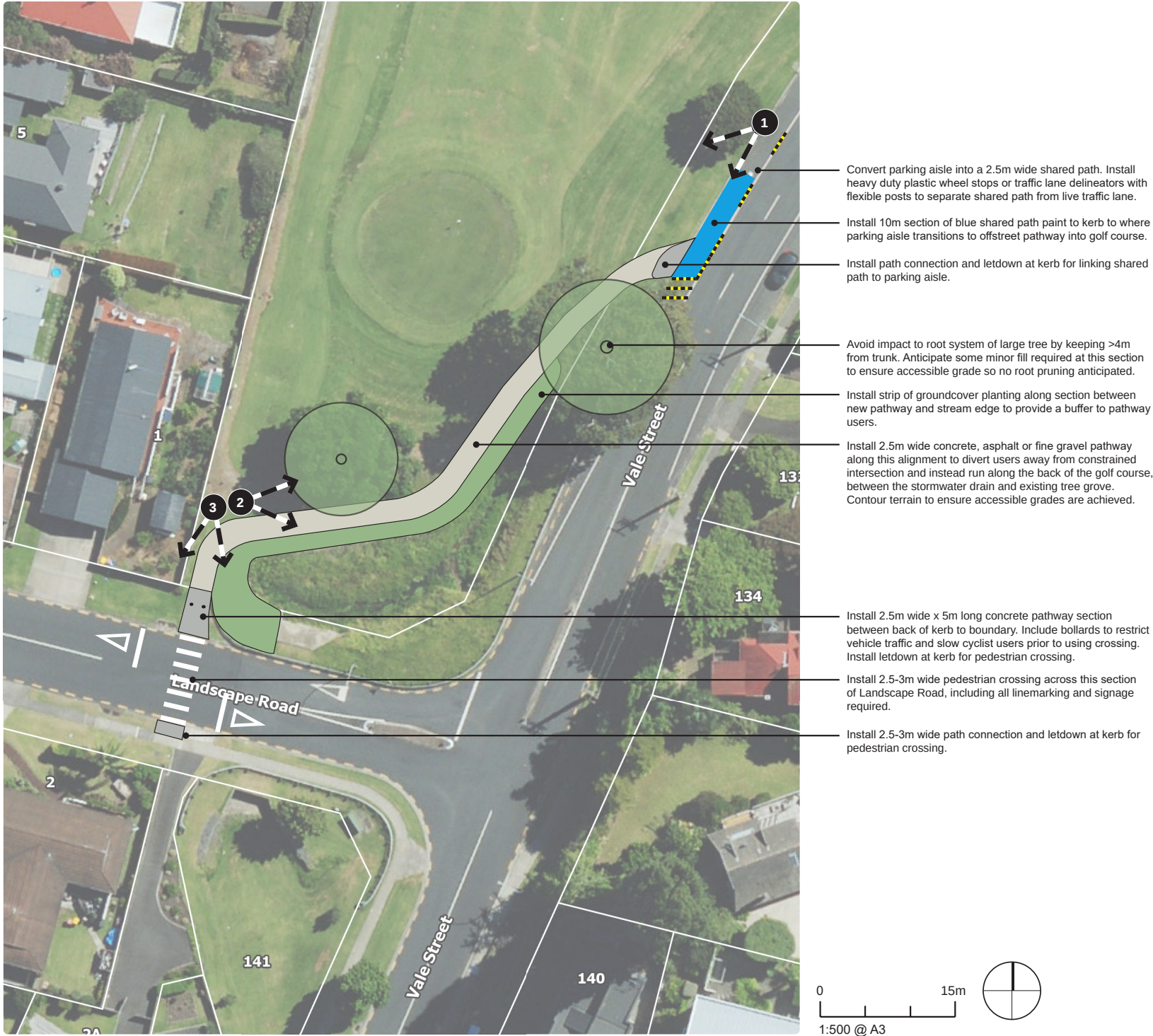
Note:
Working with council staff to confirm capital expenditure for delivering, the below proposed interim solution has come in at approximately half the price of the initial high level design that council staff prepared in response to my original submission, bringing the estimated cost from \$881,000 down to \$443,000 to implement this important pedestrian safety infrastructure.



SAFETY IMPROVEMENT 1 - VALE STREET SHARED PATHWAY

SHEET 3 OF 4

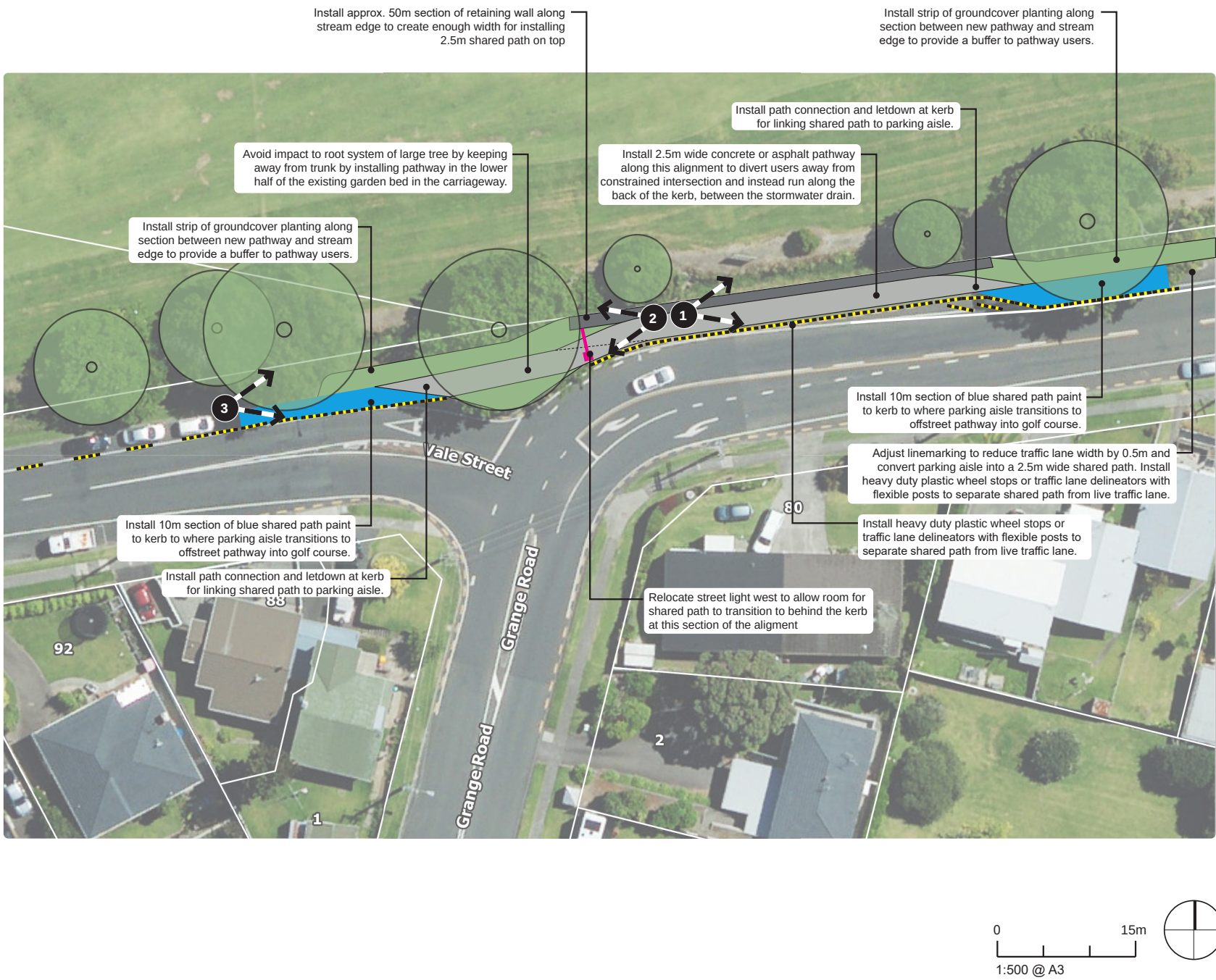
SOUTHERN CONNECTION & GOLF COURSE LINK



SAFETY IMPROVEMENT 1 - VALE STREET SHARED PATHWAY

SHEET 4 OF 4

GRANGE / VALE INTERSECTION



- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO ORDER OF BUSINESS**

7 CONFIRMATION OF MINUTES

7.1 Minutes of the City Future Committee meeting held on 12 August 2025

File Number: A18935757

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Jeremy Boase, Head of Strategy, Governance & Climate Resilience

RECOMMENDATIONS

That the Minutes of the City Future Committee meeting held on 12 August 2025 be confirmed as a true and correct record.

ATTACHMENTS

1. Minutes of the City Future Committee meeting held on 12 August 2025



MINUTES

**City Future Committee meeting
Tuesday, 12 August 2025**

Order of Business

1	Opening karakia.....	3
2	Apologies	3
3	Public forum.....	4
3.1	Liz Davies - SocialLink - Speaking about planning for people and social infrastructure in new developments	4
3.2	Teisha Jackson - Speaking about 'Sleep n Go Pod'	4
4	Acceptance of late items	5
5	Confidential business to be transferred into the open.....	5
6	Change to order of business.....	5
7	Confirmation of minutes.....	5
7.1	Minutes of the City Future Committee meeting held on 16 June 2025	5
8	Declaration of conflicts of interest	5
9	Business.....	5
9.1	Status Update on actions from prior City Future Committee meetings.....	5
9.2	Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - August 2025	6
9.3	Te Tumu Wastewater Servicing Options	6
9.4	Waters Planning Update	7
9.5	Submission on Phase 2 of the Resource Management Reforms - Going for Housing Growth	8
9.6	Lead Level of Service Policy Review.....	8
10	Discussion of late items	9
11	Closing karakia	9

**MINUTES OF TAURANGA CITY COUNCIL
CITY FUTURE COMMITTEE MEETING
HELD AT THE TAURANGA CITY COUNCIL CHAMBERS, LEVEL 1 - 90 DEVONPORT ROAD,
TAURANGA
ON TUESDAY, 12 AUGUST 2025 AT 9.30AM**

MEMBERS PRESENT: Cr Marten Rozeboom (Chair), Cr Rod Taylor, Cr Hautapu Baker, Cr Glen Crowther, Cr Rick Curach, Cr Steve Morris, Cr Kevin Schuler, Mayor Mahé Drysdale, Mr Arthur Flintoff, Cr Hēmi Rolleston

IN ATTENDANCE: Marty Grenfell (Chief Executive), Paul Davidson (Chief Financial Officer), Barbara Dempsey (General Manager: Community Services), Nic Johansson (General Manager: Infrastructure), Christine Jones (General Manager: Strategy, Growth & Governance), Alastair McNeill (General Manager: Corporate Services), Sarah Omundsen (General Manager: Regulatory & Compliance), Gareth Wallis (General Manager: City Development & Partnerships), Andy Mead (Manager: City Planning & Growth), Carl Lucca (Team Leader: Structure Planning), Brad Bellamy (Principal Planner (Structure Planning)), Wally Potts (Director: City Waters), Peter Bahrs (Manager: Water Services), Claudia Hellberg (Team Leader: City Waters Planning), Clare Sullivan (Team Leader: Governance Services) and Anahera Dinsdale (Governance Advisor).

EXTERNAL: Liz Davies (Socialink), Teisha Jackson & Rānui Samuels (Sleep N Go Pod)

Timestamps are included at the start of each item and signal where the agenda item can be found in the recording of the meeting held on 12 August 2025 on [Council's YouTube channel](#).

1 OPENING KARAKIA

Cr Hēmi Rolleston opened the meeting with a karakia.

2 APOLOGIES

APOLOGY

COMMITTEE RESOLUTION CFC/25/5/1

Moved: Cr Rick Curach

Seconded: Cr Marten Rozeboom

That the apology for absence received from Deputy Mayor Jen Scoular and lateness from Mayor Drysdale be accepted.

CARRIED

3 PUBLIC FORUM

Timestamp: 2:03 minutes

3.1 Liz Davies - SocialLink - Speaking about planning for people and social infrastructure in new developments

Key Points

- Community wellbeing had to be placed at the heart of planning for the city's future.
- Thriving communities didn't just happen, they were the result of intentional planning.
- Ms Davies had been asked by Councillors, in response to community request, to undertake a community and social services assessment in Pāpāmoa East due to the lack of services and community spaces available, to support people who were unable to travel to Tauranga. She had also made a submission to the Annual Plan based on social infrastructure.
- Council needed to rely on Central Government to assist in social infrastructure and this was lacking at times.
- Ms Davies noted that she was available and open to kōrero with Councillors.

In response to questions

- A report on an assessment of social infrastructure for Pāpāmoa East would be developed by Socialink and be available November 2025. It would be useful to hold a workshop with Elected Members once the report was completed for further discussion on the issue.

Timestamp: 10:05 minutes

3.2 Teisha Jackson and Rānui Samuels - Speaking about 'Sleep n Go Pod'

Key Points

- Tauranga faced a problem of people finding somewhere safe to sleep. Homelessness in Tauranga was rising, noting that many people worked but could not afford to pay rent.
- Manaakitanga was at the heart of Sleep N Go. The solution was practical, scalable and designed to meet the multiple needs of travellers, workers and those in need.
- The Sleep N Go initiative offered three models all fitted with power source, ventilation and lighting. These included:
 - Pods in small fixed locations located in CBD areas ideally near transport hubs.
 - Buses converted to coach with private sleeping bags and available and on demand.
 - Sleep N Go Motel, housing 30-40 pods in a warehouse.
- The Sleep N Go initiative was of a high standard, had controlled entry, CCTV, fire safety and at base bookings where appropriate.
- Mr Samuels noted they would like to partner with Council and with Council's support, Sleep N Go pods would be able to deploy within months and not years.

Action

- That staff report back to Elected Members on other avenues of funding and grants outside of the Annual Plan.

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

Timestamp: 20:50 minutes

7.1 Minutes of the City Future Committee meeting held on 16 June 2025

COMMITTEE RESOLUTION CFC/25/5/2

Moved: Cr Rod Taylor

Seconded: Cr Hautapu Baker

That the Minutes of the City Future Committee meeting held on 16 June 2025 be confirmed as a true and correct record.

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST2QQ

Nil

9 BUSINESS

Timestamp: 21:37 minutes

9.1 Status Update on actions from prior City Future Committee meetings

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

COMMITTEE RESOLUTION CFC/25/5/3

Moved: Cr Hautapu Baker

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Status Update on actions from prior City Future Committee meetings".

CARRIED

Timestamp: 22:12 minutes

9.2 Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - August 2025

Staff Andy Mead, Manager: City Planning & Growth
Christine Jones, General Manager: Strategy, Growth & Governance
Nic Johansson, General Manager: Infrastructure

Actions

- Staff provide a report to the Tauranga and Western Bay of Plenty Transport Committee around the connection between Transport Strategy Projects and the New Zealand Transport Association Arterial routes projects.
- Staff provide the Committee with a report that includes the minimum, medium and maximum average costs for the new dwellings typologies.

At 10.08am, Mayor Mahé Drysdale entered the meeting.

COMMITTEE RESOLUTION CFC/25/5/4

Moved: Cr Rod Taylor
Seconded: Cr Rick Curach

That the City Future Committee:

- (a) Receives the report "Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - August 2025".
- (b) Notes that the Government's 'plan stop' announcements are highly likely to affect the planning pathway for the following projects with low probability for a plan change under the RMA:
 - (i) Keenan Road urban growth area
 - (ii) Review of industrial and commercial zoned areas
 - (iii) Proposed Upper Belk Road urban growth area.
- (c) Notes that the Government's 'plan stop' announcements may also affect the planning pathway for the Te Tumu urban growth area project in the same way as (b) above, and that staff will report back in the near future when further information is available.

CARRIED

Timestamp: 56:48 minutes

9.3 Te Tumu Wastewater Servicing Options

Staff Claudia Hellberg, Team Leader: City Waters Planning
Andy Mead, Manager: City Planning & Growth
Brad Bellamy, Principal Planner (Structure Planning)
Nic Johansson, General Manager: Infrastructure

Actions

That staff report back to the Committee on:

- The resilience of the wastewater system if delivered.
- The impact costs if delivered in an alternative way.
- The cost breakdown for Te Tumu wastewater services and include the Development Contribution's depended on if needed to complete the project and what does not need to be included in the delivery.

COMMITTEE RESOLUTION CFC/25/5/5

Moved: Mayor Mahé Drysdale

Seconded: Cr Steve Morris

That the City Future Committee:

- (a) Receives the report "Te Tumu Wastewater Servicing Options ".
- (b) Notes the Eastern Corridor Wastewater options reassessment project programmed for the 2025/26 financial year and that this project will involve the Te Tumu landowners and the parallel wastewater investigations they are undertaking.
- (c) Notes that staff will continue to liaise with developers who wish to deliver alternative wastewater infrastructure at their own cost, subject to all relevant planning, technical, and statutory requirements, and that staff will report back on the options developers have considered.
- (d) Notes that there is infrastructure challenges associated with Te Tumu other than wastewater servicing (particularly access and stormwater management) and these need to be resolved as a package to enable development to proceed.

CARRIED

At 11.05am the meeting adjourned.

At 11.15am the meeting reconvened.

Timestamp: 1 hour 46:30 minutes

9.4 Waters Planning Update

Staff Claudia Hellberg, Team Leader: City Waters Planning
Peter Bahrs, Manager: Water Services
Nic Johansson, General Manager: Infrastructure

Actions

That staff provide the Committee with:

- The indicative costs for Cameron Road stormwater delivery.
- The Cherrywood Shopping Centre stormwater costs and funding source (development contributions and rates funded).
- The Mana whenua working group names mentioned in paragraph 13 of the report.

COMMITTEE RESOLUTION CFC/25/5/6

Moved: Cr Glen Crowther

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Waters Planning Update".

CARRIED

Timestamp: 2 hours 11:40 minutes

9.5 Submission on Phase 2 of the Resource Management Reforms - Going for Housing Growth

Staff Carl Lucca, Team Leader: Structure Planning
Ashlee Peters, Senior Planner (Policy)
Andy Mead, Manager: City Planning & Growth
Christine Jones, General Manager: Strategy, Growth & Governance

The Chair noted that the members had previously held open meetings and workshops on this item which were available on Council's YouTube Channel and invited any members of the public who wished to have a further discussion on this to reach out to any of the Elected Members.

COMMITTEE RESOLUTION CFC/25/5/7

Moved: Cr Glen Crowther

Seconded: Cr Hautapu Baker

That the City Future Committee:

- (a) Receives the report "Submission on Phase 2 of the Resource Management Reforms - Going for Housing Growth".
- (b) Endorses the submission on Phase 2 of the Resource Management Reforms – Going for Housing Growth (Attachment 1).
- (c) Approves delegation to the General Manager: Strategy, Growth & Governance to make minor and editorial changes to the submission.

CARRIED

Timestamp: 2 hours 11:45 minutes

9.6 Lead Level of Service Policy Review

Staff Vicky Grant-Ussher, Policy Analyst
Christine Jones, General Manager: Strategy, Growth & Governance

COMMITTEE RESOLUTION CFC/25/5/8

Moved: Cr Rod Taylor

Seconded: Cr Marten Rozeboom

That the City Future Committee:

- (a) Receives the report "Lead Level of Service Policy Review".
- (b) Agrees to update the name of the policy to "Standards for Developing Levels of Service Policy"
- (c) Agrees to adopt the updated Standards for Developing Levels of Service Policy with immediate effect (attachment 1).

CARRIED

10 DISCUSSION OF LATE ITEMS

Nil

11 CLOSING KARAKIA

Cr Hēmi Rolleston closed the meeting with a karakia.

The meeting closed at 12pm.

The minutes of this meeting were confirmed as a true and correct record at the City Future Committee meeting held on 14 October 2025.

.....
Cr Marten Rozeboom
CHAIR

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 Vale Street, Windsor Road and Grange Road Safety Improvement Options

File Number: A18654007

Author: Rhulani Mothelesi, Senior Transport Engineer
Karen Hay, Team Leader: Engineering Services

Authoriser: Nic Johansson, Acting GM Transport & Water's divisions

PURPOSE OF THE REPORT

1. To update the City Futures Committee on investigations into community-requested safety improvements submitted through the 2025/26 Annual Plan process.
2. To present options for improving access and safety along several routes and intersections identified in the submissions

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Vale Street, Windsor Road and Grange Road Safety Improvement Options".
 - (b) Thanks, Mr Sanson, Pillans Point School principal and local community members, for their contribution to this report and the effort and time taken to support the initiatives.
 - (c) Endorses the following recommended option and associated costs:
 - (i) On-road path along Vale Street using existing shoulder and a pedestrian refuge near Grange Road. Estimated cost ~\$443 to~\$497K.
 - (ii) Convert Windsor Road to one-way southbound with a bi-directional cycleway on the eastern side. ~200k
 - (iii) Install a zebra crossing near Milton Road to support vulnerable users. ~ \$150-\$170K
 - (iv) Undertake further design to determine the possibility of a crossing upgrades at Grange–Pillans–Hinewa intersection, noting the current constraints.
 - (d) Notes that the following are not recommended at this stage but will be monitored.
 - (i) A pedestrian crossing at Vale–Landscape intersection and
 - (ii) The upgrade of the pedestrian island at Grange-Coach as it is deemed appropriate given traffic volumes.
 - (e) Endorses the inclusion of the recommended safety improvement projects in the transport capital programme. Due to the scale of the programme and existing budget constraints, these projects will be prioritised against other projects and considered through the Annual Plan and Long-Term Plan processes.
 - (f) Targets delivery in the 2026/27 financial year, subject to prioritisation and funding approval.
 - (g) Funding of these projects is expected to be fully covered by Council, as NZTA is unlikely to contribute 51%, given current government priorities.
-

EXECUTIVE SUMMARY

3. Following Council's 26 May 2025 annual plan deliberations, staff investigated safety concerns raised in submissions about pedestrian and cycle access in Ōtūmoetai — including access to Pillans Point School and Bureta Shops. A summary of those submissions are attached in Attachment 1.
4. Council requested further investigation into demand, work with submitter, engage with schools and report back.
5. Staff collaborated with Mr Sanson, who developed a concept plan for Vale Street outlined in (Attachment 2). We acknowledge the significant effort from both Mr Sanson and other members from the community, including Pillans Point school in preparing their submission and supporting material.
6. Key routes and intersections were assessed —specifically Vale Street, Windsor Road, and parts of Grange Road. This included site visits, school engagement, traffic data analysis, and demand assessments.
7. Based on the investigations, safety improvements are recommended as outlined in the proposed resolutions of this report.
8. The recommended safety improvements range in cost from \$60K to \$497K, with a total estimated cost ranging between \$801K to \$946K. Costs will be refined during the design process. Early concept designs are included in Attachment 2,3 and Attachment 4.
9. Due to budget constraints, delivery will need to be carefully programmed within the transport capital programme. If savings are realised, and with Council approval, smaller-scale projects may be delivered earlier—subject to prioritisation.
10. Each intervention is proposed to be delivered as a stand-alone project. This means each project can progress as soon as its funding is confirmed. This approach allows enables the potential to deliver outcomes sooner.

BACKGROUND

11. Concerns about pedestrian and cyclist safety in the Ōtūmoetai area such as Vale Street and various locations on Grange Road - particularly for children - were raised by the community through 2025/26 Annual Plan submissions.
12. The Council resolved (CO/25/14/15) that:
 - (a) Requests staff to collaborate with the submitter, who has offered to develop an early design for a path on the northern side of Vale Street (along the golf course) at no cost.
 - (a) Requests that the outcome of this investigation be reported to the September City Future Committee meeting.
 - (b) Work with schools and community to understand pedestrian demand at various locations to support accessibility and safety to and from school.
 - (c) Ensures that the outcomes of these investigations are shared with the submitters, and that, where feasible, the projects are to be prioritised within the transport capital programme against other projects to determine their priority.
 - (d) Allocates \$10,000 operational expenditure to support further investigation into accessible crossing facilities between Vale Street and Pillans Point School, noting that the majority of work will be undertaken using in-house capability.
 - (e) Adds these projects to the Community Response Programme, where they may be progressed if there is available budget within the transport programme.
13. Additionally, staff were asked:
 - (a) To determine if a zebra crossing instead of signalised pedestrian crossing would be feasible across Ngatai Road in the vicinity of Short Street and;

- (b) That Windsor Road also be reviewed in the context of demand and if any interim measures /minimum viable product could be delivered.

Barriers to walking and cycling to and from school

14. NZTA's national research highlights that the key barriers to walking and biking to school include unsafe routes, fast and heavy traffic, hard to cross roads, and concerns about personal safety. Having safer routes together with education initiatives encourages more students to walk, bike or scooter to school, which in turn supports reduced congestion.
15. The transport capital programme continues to support projects to make school journeys safer. TravelSafe also undertakes practical education initiatives to support journeys to and from school. Tauranga's active mode use (10-14 year olds) is lagging behind the national average, except for cycling, which is slightly ahead. See Figure 1 for details.

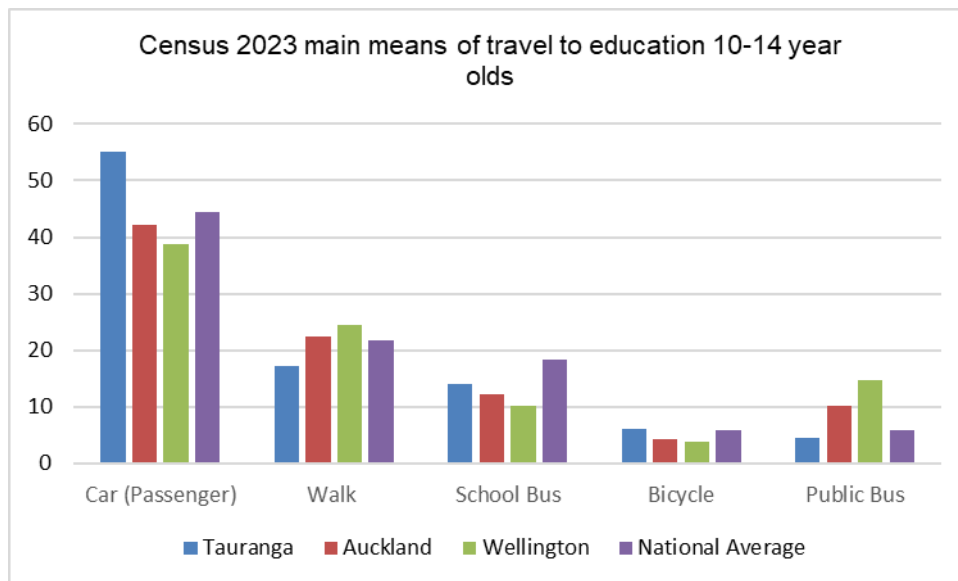


Figure 1: 2023 Census data main means of travel for 10-14 years old comparison

Pedestrian and cycling demand analysis

16. The community often asks why pedestrian facilities or footpaths are not delivered more quickly, or why some are not recommended at all. Staff apply a consistent prioritisation approach to pedestrian crossing requests. This ensures fairness, transparency, and equity in decision-making. It also supports efficient use of resources and helps build public confidence in our processes.
17. Requests are assessed using Austroads' standard tool. This evaluates demand, traffic conditions, user vulnerability, travel time impacts, and cost. The approach is evidence-based and aligns with NZTA guidance and Safe System principles. It helps identify the most cost-effective and appropriate crossing solution for each location. Engineering expertise is also applied, considering onsite conditions, road geometry, safety risks, and local factors.
18. The examples below are from the tools assessment. The first example shows the outcome for a road with over 10,000 vehicles a day. Most vehicles exceed the 50km/h speed limit, and 20 to 40 pedestrians and cyclists cross during peak hours.
19. In this scenario, a zebra crossing may be appropriate. While a signalised crossing generally has a lower Benefit Cost Ratio (BCR) due to higher construction and maintenance costs, it may still be justified based on context-specific needs, reduced traffic delays, or other safety risks. Figure 2 provides an overview of all crossing options and their associated BCRs.

Facility Type	Perceived Delay	Perceived Safety	Pedestrian LOS	Pedestrian Delay Cost	Pedestrian Delay Saving	Vehicle Delay Cost	Vehicle Delay Saving	Crash Cost	Safety Saving	Total Benefits	BCR
No facility	F	F	F	\$2,803,000	\$0	\$0	\$0	\$0	\$0	\$0	0.0
Platform	F	F	F	\$2,803,000	\$0	\$0	\$0	\$0	\$0	\$0	0.0
Kerb extensions	F	F	F	\$2,803,000	\$0	\$0	\$0	\$0	\$0	\$0	0.0
Median refuge	C	D	D	\$175,000	\$2,628,000	\$0	\$0	\$0	\$0	\$2,628,000	37.5
Kerb extensions with median refuge	B	D	D	\$117,000	\$2,686,000	\$0	\$0	\$0	\$0	\$2,686,000	26.9
Zebra only	B	C	C	\$34,000	\$2,769,000	\$104,400,000	-\$104,400,000	\$0	\$0	\$1,725,000	24.6
Zebra with platform	B	C	C	\$34,000	\$2,769,000	\$104,400,000	-\$104,400,000	\$0	\$0	\$1,725,000	14.4
Zebra with kerb extensions	B	C	C	\$34,000	\$2,769,000	\$104,400,000	-\$104,400,000	\$0	\$0	\$1,725,000	15.7
Zebra with platform and kerb extensions	B	B	B	\$34,000	\$2,769,000	\$104,400,000	-\$104,400,000	\$0	\$0	\$1,725,000	11.5
Zebra with median refuge	B	B	B	\$34,000	\$2,769,000	\$104,400,000	-\$104,400,000	\$0	\$0	\$1,725,000	15.7
Zebra with kerb extensions and median refuge	B	B	B	\$34,000	\$2,769,000	\$104,400,000	-\$104,400,000	\$0	\$0	\$1,725,000	11.5
Signals	C	B	B	\$136,000	\$2,667,000	\$237,000	-\$237,000	\$0	\$0	\$2,430,000	5.4
Signals with kerb extension	C	B	B	\$136,000	\$2,667,000	\$237,000	-\$237,000	\$0	\$0	\$2,430,000	5.4

Figure 2: Assessment of various types of pedestrian facilities higher traffic volumes

20. In contrast, roads with ~1,000 vehicles/day and similar pedestrian demand and similar vehicle speeds may not warrant formal crossings. The “no facility” option may still meet acceptable safety levels.
21. Figure 3 illustrates a typical output for such a scenario, where all feasible options return a BCR of less than one. As the pedestrian Level of Service and perceived safety for the “no facility” option is rated Level D (i.e. acceptable), a formal crossing is not warranted.

No facility	Perceived delay	Perceived safety	Pedestrian LOS	Pedestrian delay cost	Pedestrian delay saving	Vehicle delay saving	Crash cost	Safety saving	Total benefits	BCR
No facility *	B	D	D	\$39,000	\$0	\$0	\$0	\$0	\$0	
Platform	B	D	D	\$39,000	\$0	\$0	\$0	\$0	\$0	0.0
Median refuge	B	C	C	\$16,000	\$24,000	\$0	\$0	\$0	\$24,000	0.3
Zebra only	A	C	C	\$7,000	\$33,000	-\$10,000	\$0	\$0	\$23,000	0.3
Zebra with platform	A	C	C	\$7,000	\$33,000	-\$10,000	\$0	\$0	\$23,000	0.2
Zebra with kerb extensions	A	C	C	\$7,000	\$33,000	-\$10,000	\$0	\$0	\$23,000	0.2
Zebra with platform and kerb extension	A	B	B	\$7,000	\$33,000	-\$10,000	\$0	\$0	\$23,000	0.2
Zebra with median refuge	A	B	B	\$7,000	\$33,000	-\$10,000	\$0	\$0	\$23,000	0.2
Zebra with kerb extensions and median refuge	A	B	B	\$7,000	\$33,000	-\$10,000	\$0	\$0	\$23,000	0.2
Signals	C	B	B	\$155,000	-\$116,000	-\$25,000	\$0	\$0	-\$141,000	-0.3

Figure 3: Assessment of various types of pedestrian facilities with lower traffic volumes

Prioritisation of recommended safety improvements

22. Safety improvements identified as needing intervention are then prioritised based on the following criteria:
- Safety risk/ exposure (e.g. Traffic volumes, speed, crash history);
 - Pedestrian and cyclist demand (especially vulnerable users);
 - Community support and strategic alignment; and
 - Cost-effectiveness and feasibility.

Ōtūmoetai accessibility context

23. The Ōtūmoetai Spatial Plan (2023–2050) is a long-term framework to guide future development across the Ōtūmoetai Peninsula. The plan was shaped by community input and reflects shared aspirations for a vibrant, resilient future, and how people will move around. The plan provides a clear foundation for investment decisions that improve travel choices, access and network resilience.
24. Figure 4 below, shared by Mr Sanson, shows key local connections that support students travelling to the Ōtūmoetai cluster of schools. It highlights the most direct route to Pillans Point School, along Vale Street that connects to Bureta shops and public transport facilities. The largest safety barrier is the lack of a safety crossing at the Grange and Vale Street intersection.

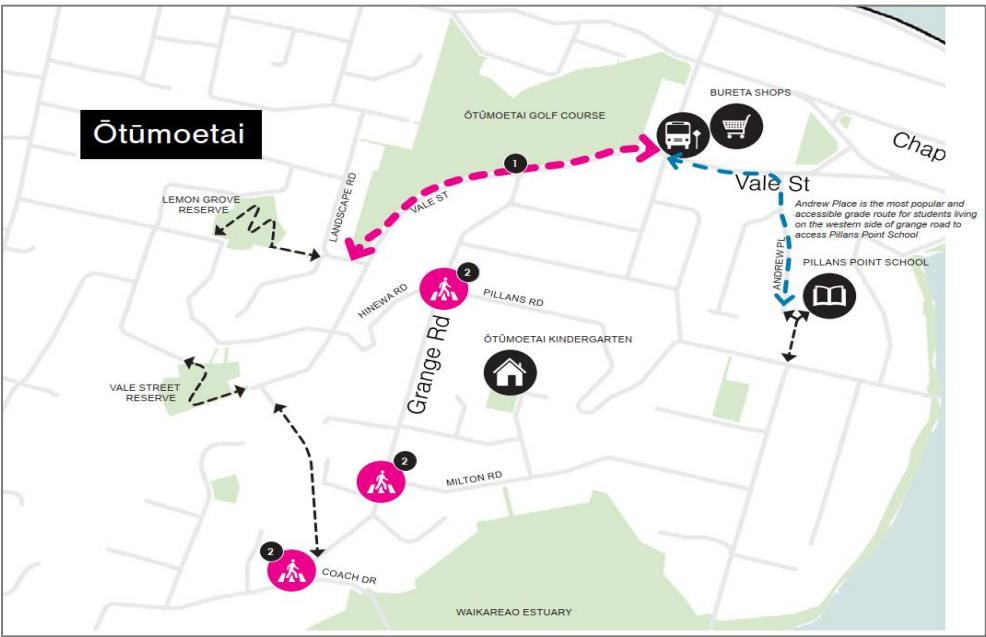


Figure 4: Connection to Pillans Point School, Bureta Shops and public transport facilities

STATUTORY CONTEXT

25. The provision of safe and accessible routes to schools, shops, and public transport in New Zealand is guided by several key frameworks:
- (a) Land Transport Act 1998: Establishes the legal basis for transport safety and infrastructure planning.
 - (b) Safer Journeys for Schools Guidelines: Promotes a Safe System approach to improve safety around schools.
 - (c) NZTA’s Pedestrian Network Guidance: promotes a Safe System approach and inclusive design, encouraging road controlling authorities (RCAs) to consider the needs of all users, particularly vulnerable road users, when planning and implementing pedestrian facilities (paths and crossings).

STRATEGIC ALIGNMENT

26. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	✓

27. Providing safe and accessible routes aligns with Council’s vision of developing a well-planned city that supports movement and offers a range of sustainable transport choices, which also supports carbon emission reduction.
28. Accessible routes with safe crossing facilities enable local communities to navigate the city safely and inclusively, whether travelling to work, school, shops, or public transport, while accommodating people of all ages and abilities.

OPTIONS ANALYSIS

29. To inform the appropriate safety and accessibility improvements, staff have undertaken site visits, engaged with local schools and collected relevant data - including traffic volumes, vehicle speeds, and active mode demand data.

Vale Street connection between Landscape Road and Bureta Road

30. Vale Street carries approx. 2,200 vehicles/day between Landscape Rd and Grange Rd, and 7,300 vehicles/day between Grange Rd and Bureta Rd. A peak hour count recorded more than 40 active mode users or 84 over the two hour morning peak, with ~50% cycling/scooting on-road. Over the two hour period, ~12 were students. .
31. Four options have been developed for consideration. A detailed comparison and assessment of the options is presented in Table 1 of Attachment 5:
- (a) **Option 1 is to retain the status quo. Not recommended** as it does not address the identified accessibility and safety issues raised by the community.
 - (b) **Option 2: Using tactical urbanism approach using temporary, lower-cost interventions is recommended.** Mr Sanson prepared a concept plan which is attached in Attachment 2. The concept includes.
 - (i) a mostly on-road path that uses the existing shoulder to connect Vale Street from Landscape Road, through the golf course, to the Bureta Road intersection. This is contingent on successful negotiation with the golf course.
 - (ii) a pedestrian refuge is proposed on the western side of the Vale Street–Grange Road intersection to improve access.
 - (iii) This option is recommended as it provides the most direct route to Pillans Point School and is more cost-effective at \$497K, (compared to the \$880K option presented previously) avoiding the high stormwater mitigation costs of the original off-road proposal. The option returns a BCR of 6.7.
 - (c) **Option 3 is a scaled-down version of Option 2 is not recommended** The on-road path would start at the proposed pedestrian refuge (#92 Vale Street), not at Landscape Road. This option retains some parking on the golf course side. It comes at a reduced cost of \$417K but does not offer the most direct connection between Landscape Road and Bureta Road.
 - (d) **Option 4 - a crossing at the Grange Road and Vale Street intersection only.** This is not possible without a major upgrade to the intersection, due to poor road geometry and intersection layout, property boundary constraints and limited visibility. The cost would be significant. A pedestrian refuge can be placed further along Vale Street to support access to the proposed on-road path if that option proceeds.

Pedestrian crossing assessments

32. The following assessments have been made for various crossing as requested by the local community with a location map in Attachment 6.
33. The following are recommended (subject to prioritisation and funding):
- (a) **Grange Road at Milton Road intersection.**
 - (i) 58 active mode users during a peak hour
 - (ii) more than half comprising children or elderly individuals
 - (iii) one or two carparks are needing removal, which may not be supported by businesses
 - (iv) A footpath extension of 20m is included on Milton Road to provide access across Milton Road further away from the intersection.
 - (b) **Grange Road intersection with Pillans Road and Hinewa Road.**

- (i) The existing traffic volumes and pedestrian demand support the provision of a non-priority crossing facility (e.g. a refuge or kerb extensions).
 - (ii) However, the road is too narrow to accommodate these treatments, and visibility is significantly constrained due to the intersection's location on a crest.
 - (iii) Further design work is required to identify a suitable location for a crossing facility at this location.
34. Crossing improvements are not recommended at this stage for the following locations:
- (a) **Vale Street and Landscape Road intersection:**
 - (i) Low vehicle volumes at this location
 - (ii) Vehicle arrivals during peak periods occurring approximately every 30 seconds, allowing sufficient gaps for pedestrians to safely cross.
 - (b) **Grange Road and Coach Drive intersection:**
 - (i) The existing pedestrian refuge, which was constructed in 2019, remains appropriate given the traffic volumes and estimated demand.
 - (ii) A zebra crossing at this location results in an indicative BCR of 0.6.

Ngatai Road & Short Street Pedestrian Crossing

35. We have reassessed the planned signalised crossing on Ngatai Road near Short Street. It is already funded and scheduled. The signalised crossing was based on demand form Accessible Streets for Ōtūmoetai project.
36. Revised analysis shows a zebra crossing will meet current demand and is feasible at this location. It will cost around \$150,000 to \$170,000, compared with the \$594,000 currently allocated for a signalised crossing. This change means the remaining budget could be redirected to other higher-priority projects.

Windsor Road Corridor Safety Improvements

37. Windsor Road carries between 1,800 and 4,900 vehicles per day, with higher volumes between Princess Road and Anne Road. Peak hour counts show 130 active mode users near Charles Street and 136 near Princess Street.
38. To achieve similar safety and accessibility outcomes as Vale Street at lower cost, staff investigated a value-for-money alternative to the previous Accessible Streets proposal. This approach reallocates road space without moving kerbs and uses bolt-down lane separators instead of concrete kerbing, reducing construction costs to around \$200K.
39. Advantages and disadvantages are outlined in Table 2 of Attachment 5, including a comparison with a "do-nothing" scenario. A high-level concept plan is included in Attachment 3.

FINANCIAL CONSIDERATIONS

40. For the medium to long term option that includes all recommended options above, the Transport's capital programme is constrained. Due to the reduction in NZTA partnership funding, Council's ability to deliver capital projects is reduced.
41. NZTA funding contributions for walking and cycling projects in this 2024-2027 NLTP round is highly unlikely.
42. The projects could be considered as part of upcoming annual plan deliberations or the next Long Term Plan. An option does exist that savings within the Transport programme is utilised to support delivery, where possible.
43. Summary of costs are outlined in Figure 5 below, including a 20% risk allowance and priority comparisons.

Improvement Location	Justification	Priority@Level Comparison	Estimated cost \$000 including 20% risk allowance	
			Range	
Grange Road & Milton Road crossing	High number of sensitive users, moderate traffic, poor LOS.	High	\$130	\$170
Vale Street path and crossing(s)	Improves access to school and bus stops, moderate active mode demand, poor LOS and safety issues	High	\$447	\$497
Windsor Road one-way and cycleway	Improves school access, supported by 54% of community	Medium	\$168	\$199
Grange Road & Pillans/Hinewa intersection	Visibility constraints, moderate demand, further design needed	Medium	\$60	\$80
Total			\$805	\$946

Figure 5: Summary of costs and indicative priority comparison

44. The table below outlines the typical cost range for crossing improvements in Tauranga. compared against similar projects in other territorial authorities, where such information is available.

City	Pedestrian Refuge Island	Zebra Crossing
Tauranga	\$69,000	\$100,000–\$155,000
Christchurch		\$400,000–\$600,000
Wellington	\$64,000	
Auckland	\$72,000	\$100,000 - \$160,000
Average	\$68,333	\$100,000 - \$155,000

45. While crossing costs in Tauranga are in line with other major cities, several site-specific and market factors can increase costs. These include:
- (i) Material and freight costs – Transporting concrete and asphalt into the Bay of Plenty is expensive, especially for smaller jobs with limited bulk buying.
 - (ii) Contractor availability – High demand and low local capacity mean contractors charge more, particularly for short or low-margin projects.
 - (iii) Traffic management – Urban roads need extensive traffic control, adding cost even for short-term works.
 - (iv) Drainage complexity – Coastal and flood-prone areas often need extra stormwater infrastructure, even for minor upgrades.
 - (v) Design and consenting – Small projects still require full design, safety audits, possible consents, lighting, and power connections, which can drive up total cost.
 - (vi) Site constraints – Narrow corridors, underground services, and existing infrastructure often need custom solutions, which may increase cost.

LEGAL IMPLICATIONS / RISKS

46. The key identified risks include:
- (a) The transport capital programme is constrained due to reduced NZTA partnership funding, limiting the Council's ability to deliver capital projects. An option exists where minor projects may proceed earlier if transport savings are realised and prioritised.
 - (b) Parking loss is likely to be unpopular. This risk will be mitigated through clear communication and engagement to explain the benefits and gather feedback.
 - (c) Implications for the leased golf course for the Vale Street option. Collaboration with the golf course will seek to mitigate any potential challenges.

TE AO MĀORI APPROACH

47. If improvements proceed, local hapū will be engaged to ensure their views are considered and incorporated.

CLIMATE IMPACT

48. The recommended crossing improvements support the Climate Investment and Action plan as it supports walking, biking, and micro-mobility transport modes and improves access to public transport.

CONSULTATION / ENGAGEMENT

49. The TravelSafe team engaged with local schools in late May 2025 to discuss the identified safety and accessibility issues and gather feedback on the most significant transport challenges currently affecting their students. A summary of the feedback received is provided in Attachment 7.

50. A letter from the Principal at Pillans Point was shared as part of Mr Sanson's report and reads :

"I am writing on behalf of the students, parents, and wider community of Pillans Point School to express our serious and urgent concerns regarding the safety of Grange Road, particularly for our children travelling to and from school.

Our primary concern is the significant risk posed to child and community safety due to the current conditions of Grange Road. The volume and speed of traffic, combined with a lack of safe walking and cycling infrastructure to cross the road safely, have created a hazardous environment. Parents are increasingly reluctant to allow their children to walk or cycle to school, instead opting to drive them, which in turn exacerbates traffic congestion and further compromises safety around the school gates.

From a community perspective, the road is a major barrier to a more active and connected community. It discourages residents from using alternative, more sustainable modes of transport and creates a constant source of stress and worry for families. We believe that addressing the safety issues on Grange Road is not just a school concern but a community-wide priority."

51. The school also undertook a survey of the local school community and in summary,
 - (a) 81% live on the western side of Grange Road,
 - (b) 85% said that Grange Road was a barrier to allow students to walk or bike to school.
 - (c) 94% said they would be more inclined to allow their child to walk, bike or scooter if there was a safe way to cross Grange Road or travel along the side of the Golf Course.
52. At this stage, no further community engagement is considered necessary until funding of the recommended crossing improvements is allocated. Once funding is allocated, community and iwi engagement will be undertaken during design development of the recommended crossing improvements. Feedback will be sought and incorporated into the designs where possible.

SIGNIFICANCE

53. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
54. In making this assessment, consideration has been given to the likely impact, and likely consequences for:

- (a) the current and future social, economic, environmental, or cultural well-being of the district or region.
 - (b) any persons who are likely to be particularly affected by, or interested in, the decision.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
55. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the proposal is of medium significance. However, this matter is likely to be of high interest to the local community.

ENGAGEMENT

56. Taking into consideration the above assessment, that the proposal is of medium significance, officers are of the opinion that the following consultation/engagement be undertaken:
57. Staff will share the outcome of the investigation with members of the community who made the submissions to the Annual Plan, including the locations where crossing improvements are not warranted or recommended.
58. Once a project's approved, staff will consult with affected parties and interested groups. This ensures we get the right input before the design progresses and prior to implementation.

NEXT STEPS

59. Should the City Futures Committee accept the recommendations, the recommended crossing improvements will be included for Council's consideration at the upcoming Annual Plan and/or LTP deliberations.
60. While Spaces and Places support the path the leased golf course, further engagement with the golf course is required to address any potential concerns.

ATTACHMENTS

- 1. **Attachment 1 - Summary of submissions - A18900798** [↓](#) 
- 2. **Attachment 2 - Concept Design from Mr Sanson - A18900797** [↓](#) 
- 3. **Attachment 3 - Concept Design for proposed Windsor Road One-way system - A18900795** [↓](#) 
- 4. **Attachment 4 - Concept designs for proposed crossing improvements - A18900793** [↓](#) 
- 5. **Attachment 5 - Options assessment - A18900792** [↓](#) 
- 6. **Attachment 6 - Pedestrian crossing location map and summary of assessments - A18900796** [↓](#) 
- 7. **Attachment 7 - Summary of feedback from engagement with local schools in May 2025 - A18900794** [↓](#) 

Attachment 1 – Summary of Submissions

Location	Key concerns supporting the need for safety and accessibility improvements	Community-proposed improvements to address concerns
Route/ Corridor		
Vale Street: Bureta Road to Landscape Road	The upper Vale Street valley catchment lacks a safe accessible route to: - Pillans Point School: according to a survey conducted by the school with parents in early 2024, over 170 children who currently attend the school live on the western side of Grange Road; - The commercial area on Bureta Road (the "Bureta shops"); and - Bus stops at the Bureta shops, which are the closest practical and grade-accessible bus stops in the area.	Installation of a pathway on the northern side of Vale Street starting at Landscape Drive along the edge of the Otūmoetai golf course through to the Bureta golf course.
Windsor Road: Ngatai Road to Princess Road	- The general safety of students travelling along Windsor Rd to and from Otūmoetai Intermediate and Otūmoetai College is of concern. - Parked buses on Windsor Road cause visibility issues for Otūmoetai College students. - Otūmoetai Intermediate has been advocating for safety improvements since 2000.	A one-way system on Windsor Road with a separated cycleway.
Crossing location		
Vale Street & Grange Road intersection	- There are limited safe crossing locations for active mode users (e.g., pedestrians and cyclists) living on the western side of Vale Street who need to reach educational facilities, shops, and bus stops located on the eastern side of Vale Street. - Vale Street intersects Grange Road on a corner; visibility on all approaches is poor due to the blind corner. This increases the risk of serious harm and injury for pedestrians and cyclists crossing at the intersection.	Installation of a path on the northern side of Vale Street. This would allow all pedestrians and cyclists to manoeuvre more safely to the nearest pedestrian crossing at the Vale Street & Bureta Road roundabout.
Vale Street & Landscape Road intersection		Installation of a pedestrian crossing on Vale Street.
Grange Road, Hinewa Road & Pillans Road intersection	- Almost daily near misses with children trying to cross Grange Road at several locations to get to Pillans Point School, due to the lack of safe crossing points. - The safety of pedestrians and cyclists trying to cross Grange Road is further exacerbated by excessive vehicle speeds.	Upgrading the intersection to a roundabout a pedestrian crossing on Grange Road.
Grange Road & Milton Road intersection		Installation of a raised pedestrian crossing on Grange Road.
Grange Road and Coach Drive intersection		Upgrading the existing pedestrian refuge on Grange Road to a raised pedestrian crossing.

Attachment 2 - Concept Design from Mr Sanson for a proposed Vale Street path

PROPOSAL - INTERIM SOLUTION TO ALLEVIATE THE URGENT SAFETY ISSUES

SHEET 1 OF 4

Knowing that council's budgets are limited, and the opportunity to access external funding is greatly reduced in recent years, innovative design solutions are required to deliver the needed safety infrastructure.

The design solution proposed is a 'LOW COST, LOW RISK' option that provides the pedestrian infrastructure urgently needed to improve the access and safety for the community.

The expectation is that once the 'Latent Demand' is clearly evident in the increased pedestrian and cyclist usage (through follow up council survey) that capital budget is allocated and a more permanent design response is undertaken by council.

SAFETY IMPROVEMENT 1 - VALE STREET SHARED PATHWAY
Implement a 2.5m wide shared pathway along the side of the golf course using a series of design responses to navigate specific sections to connect a pathway between Landscape Road and the Bureta/Vale Intersection.

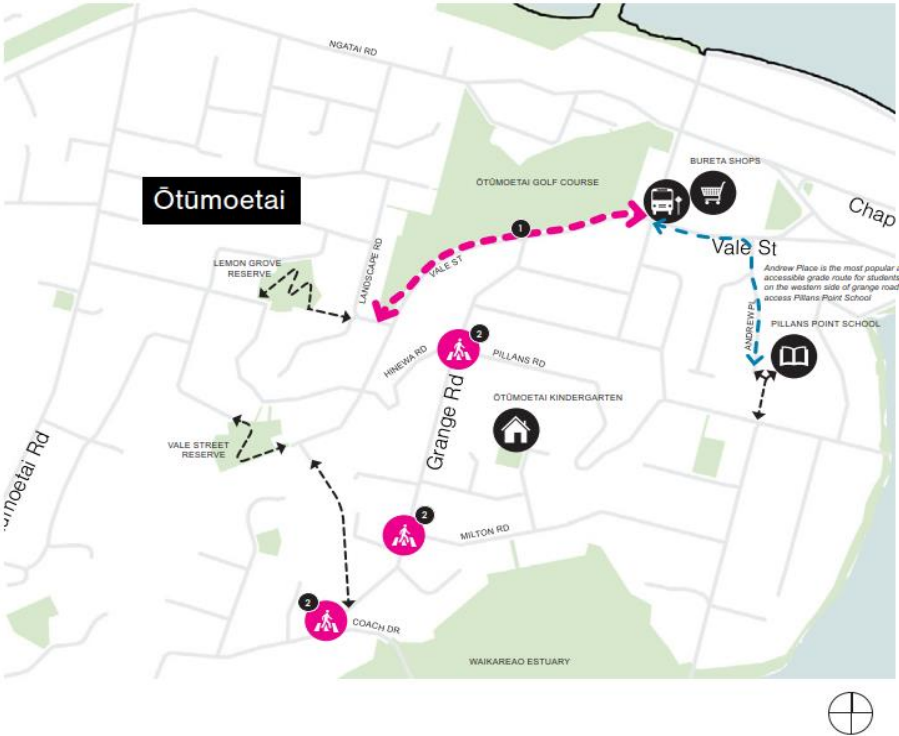
- Install a pedestrian crossing on Landscape Road that leads into the back of the golf course before it is directed back up on the parking aisle on Vale Street.
- The bulk of the pathway can utilise the superfluous parking aisle adjacent the golf course with minimal investment required to delineate from the live traffic.
- The critical section at the highest risk area by the Vale Street / Grange Road corner is to utilise a mixture of interventions with putting a section of path through the existing garden bed then installing a new retaining wall on the stream edge to enable the path to run behind the kerb for another 50m section before reconnecting to the parking aisle.
- Terminate the shared path in the parking aisle where it connects into the existing infrastructure at the recently completed Bureta/Vale roundabout.

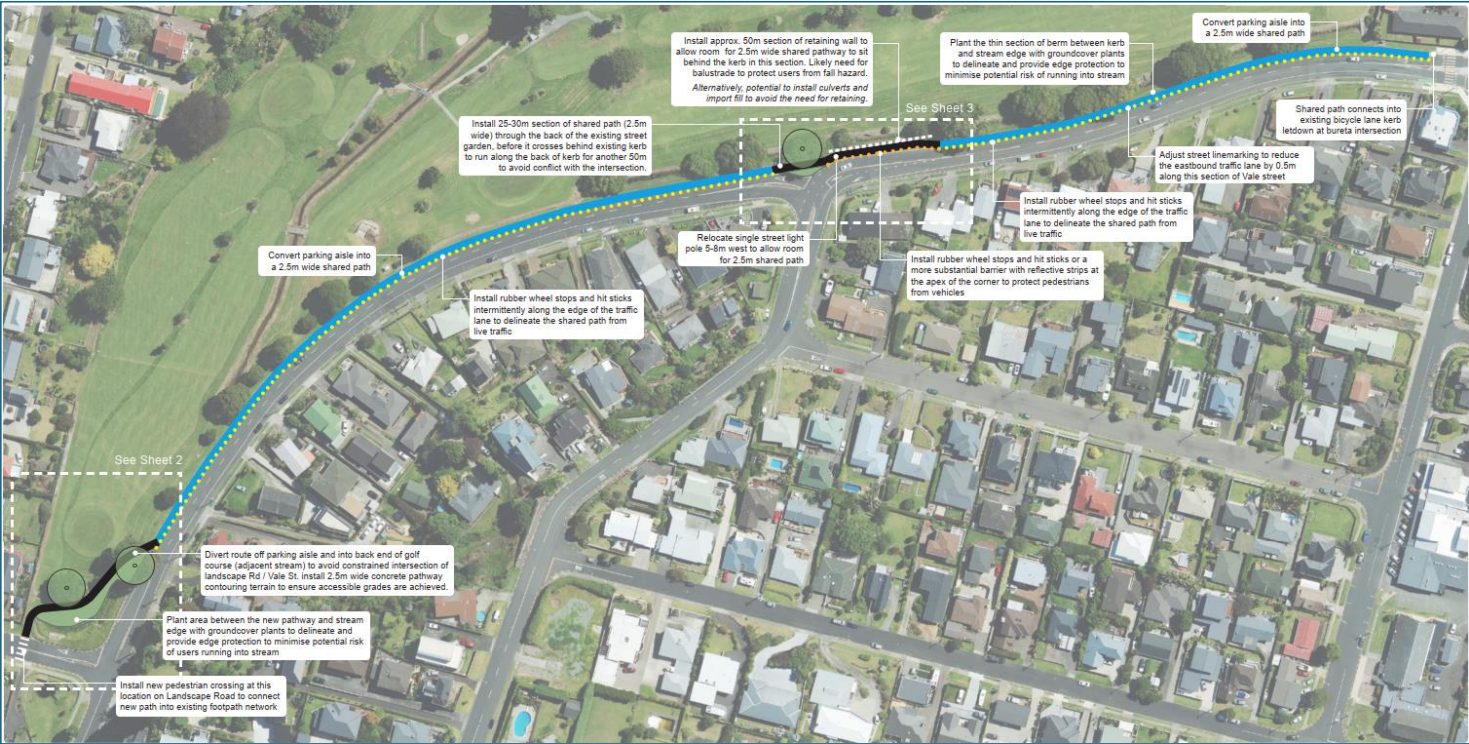
Note: Additional design development for this is illustrated conceptually on the following pages, as this was the focus of my submission.

SAFETY IMPROVEMENT 2 - PEDESTRIAN CROSSINGS

Install a series of pedestrian crossings along the balance of Grange Road at key locations to improve east/west pedestrian movement and help slow traffic speeds along the road corridor.

- Pedestrian Crossing at Milton Road - Upgrade the existing informal crossing including pushing out kerbs to reduce distance of travel for pedestrians and create more side friction to slow traffic.
- Pedestrian Crossing at Hinewa Road - Upgrade the existing informal crossing that connects Hinewa Road and Pillans Road including pushing out kerbs to greatly reduce distance of travel for pedestrians and create more side friction to slow traffic.
- Pedestrian Crossing at Coach Drive - Upgrade the existing informal crossing.



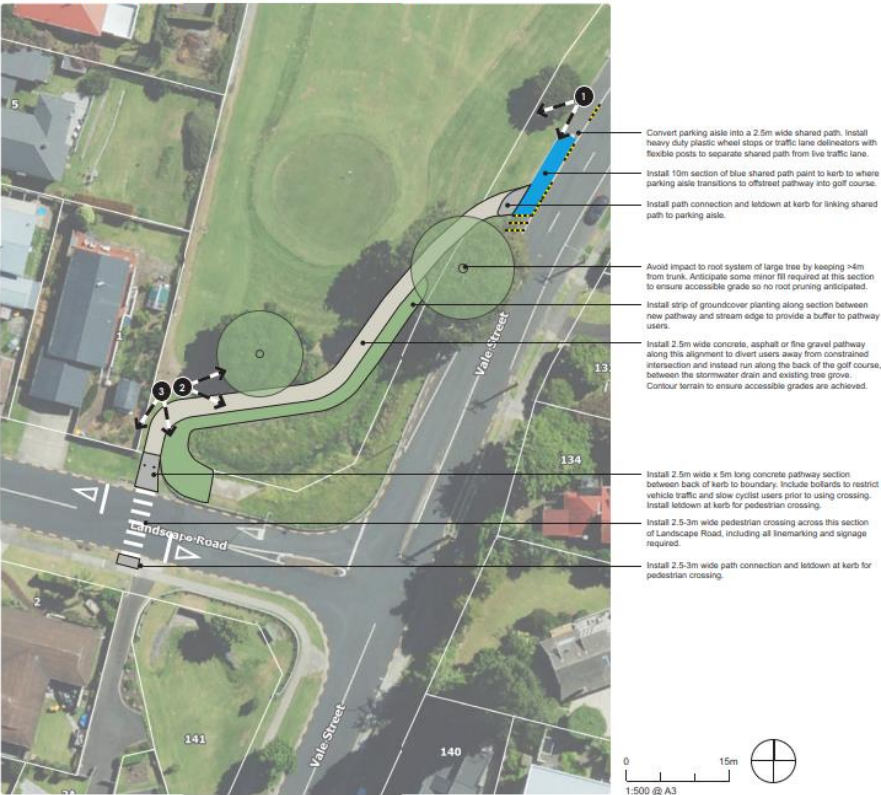


This option is recommended. It provides the most direct route to Pillans Point School and costs \$497K—significantly less than the \$880K off-road alternative. It avoids high stormwater mitigation costs and delivers a stronger return, with a higher BCR

SAFETY IMPROVEMENT 1 - VALE STREET SHARED PATHWAY

SHEET 3 OF 4

SOUTHERN CONNECTION & GOLF COURSE LINK



SAFETY IMPROVEMENT 1 - VALE STREET SHARED PATHWAY

SHEET 4 OF 4

GRANGE / VALE INTERSECTION

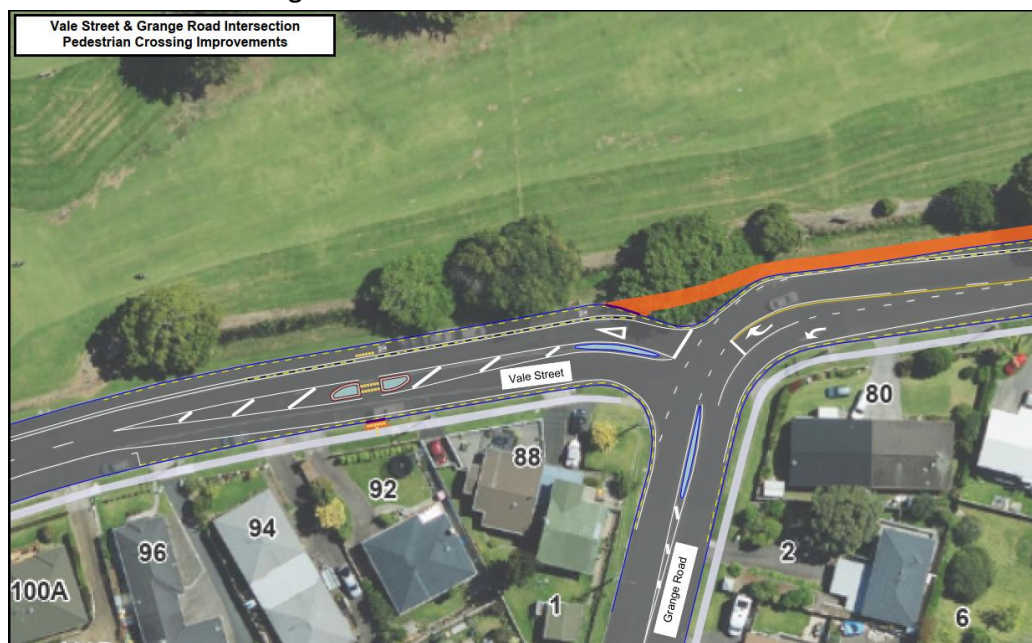


Attachment 3 - Concept Design for proposed Windsor Road One-way system

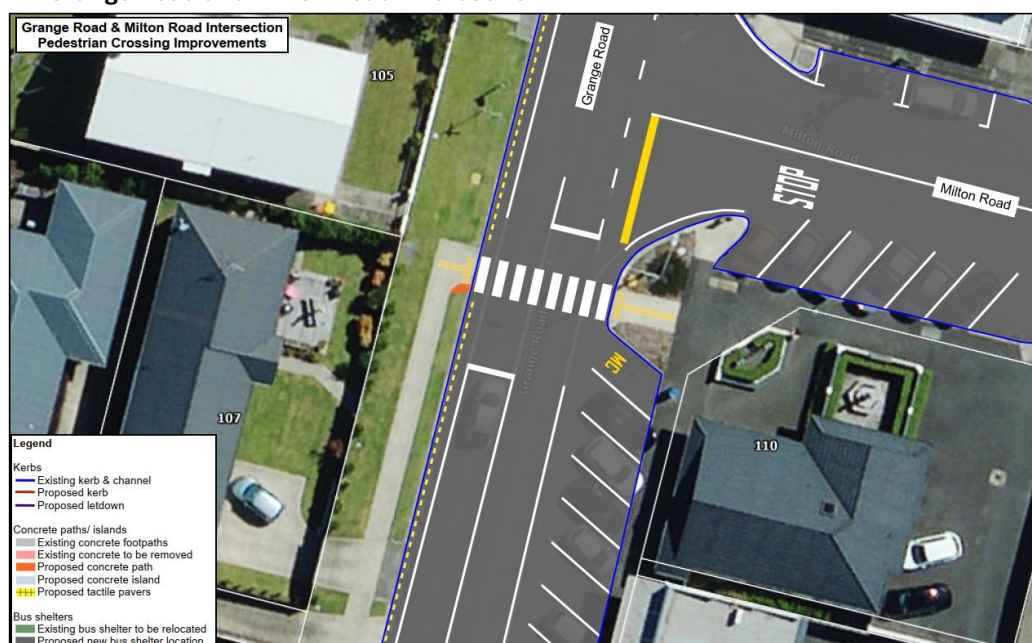


Attachment 4 - Concept Designs for Proposed Crossing Improvements

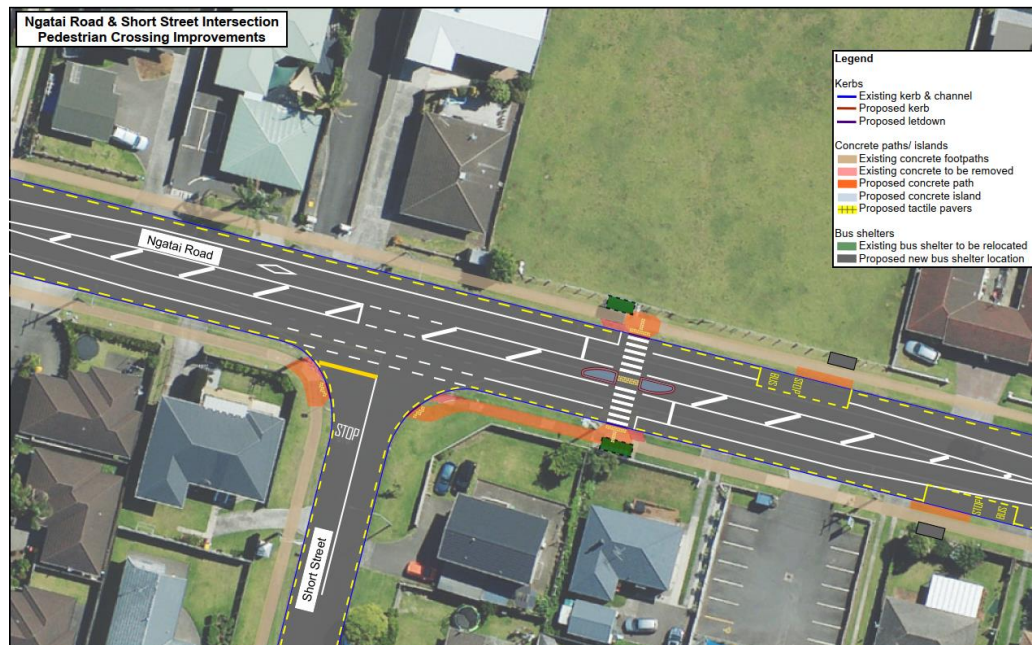
1. Vale Street and Grange Road Intersection



2. Grange Road and Milton Road Intersection



3. Ngatai Road and Short Street Intersection



Attachment 5 – Options Assessment

Table 1: Vale Street Corridor Path Improvements

Option	Advantages	Disadvantages	Estimated cost (incl. 20% Risk allowance)	Recommended option
Option 1 – Status quo	- No cost to Council. - Minimal removal of/ changes to on-street parking.	- The current footpath on the northern side of Vale Street is too narrow to accommodate the number of users - The Vale/Grange intersection cannot accommodate a pedestrian crossing due to geometric limitations. - Does not support community desire for the area.	\$0	No
Option 2 - Utilisation of low-cost lane separators and the existing shoulder along the Golf course Off Road path sections is proposed through Council-owned golf course between Landscape Road and Grange Road and through the Grange Road and Vale Street intersection. An on-road path from the Golf Course connection to Bureta Road utilising the existing shoulder. A pedestrian refuge is proposed on the western side of the intersection to improve access to the path.	- Provides a key connection for the community to access Bureta shops and the school. - Enables more students to use active modes to travel to/from school, thereby reducing parking pressure at peak times at the school. - Improves accessibility along the route, without moving kerb lines (cost saving). - Parking is retained on one side of the road. - More cost-effective than a full off-road concrete path (~\$1.5M) or the previous alternative option (~\$881K), due to reduced need for stormwater	- While parking demand is low (around 10% -20% occupancy) loss of on-street parking may be an issue. - A short section of the off-road path will require stormwater mitigation and retaining structures.	\$443 - 497K	Yes

Option	Advantages	Disadvantages	Estimated cost (incl. 20% Risk allowance)	Recommended option
	management, retaining walls, and watercourse mitigation. • Uses a tactical urbanism approach, using temporary delineators to test its use. • Proposal supported by Mr Sanson and local community group.			
Option 3 – commence the path in the vicinity of 92 Vale Street. • A new pedestrian crossing facility on Vale Street in the vicinity of No. 92 Vale Street • A new off-road path on the golf course side of Vale Street between No 92 Vale Street and Bureta Road. • Excludes provision of a path through the golf course between Landscape Road and Vale Street.	• Reduced cost, but requires people to cross twice (Landscape Road and again in vicinity of #92 Vale Street). • Does not provide the most direct route • Maintains approximately 50 car parking spaces, noting demand is very low.	• While length of on-road path is reduced, there is still inadequate protection along the remaining on-road path section. • Still some loss of parking.	\$417K	No

Table 2: Windsor Road Corridor Path Improvements

Option	Advantages	Disadvantages	Estimated cost (incl. 20% Risk allowance)	Recommended option
Option 1 – Status quo	- No capital investment required. - Parking is retained on both sides of the road. - No restriction to vehicle movements (two-way movement retained).	- Schools have advocated for improvements for quite some time. More than 3,000 students access Ōtūmoetai Intermediate, Ōtūmoetai College and Bellevue Primary School, creating challenging traffic and safety issues. - The cycle lane on Ngatai Road terminates prior to the Ngatai Road & Charles Street intersection, where most students transition onto the footpath along Charles Street. A recent survey showed that 81% of cyclists and scooter users prefer the footpath over the road at this location, indicating a perceived lack of safety in the current road environment. The current unsafe environment will remain.	\$0	No
Option 2 - Convert Windsor Road into a one-way street (southbound) from Charles Street to the shops located 60m north of Princess Road, with bidirectional cycleway on the eastern side of Windsor Road. Provides for a turnaround area at the local shops, to minimise impacts.	- The proposed one-way system improvements are expected to enhance vehicle circulation and reduce congestion. - Separates cyclists from vulnerable pedestrians, thereby improving safety. - May encourage more students to use active modes to travel to/from school, thereby reducing parking pressure at peak times. - Improves accessibility along the route, without moving kerb lines (cost saving).	- Loss of on-street parking on one side of the road. - Loss of parking spaces near the school may not be supported by the school / school community. - Public acceptance of a one-way system.	\$168K - \$199K	Yes

Option	Advantages	Disadvantages	Estimated cost (incl. 20% Risk allowance)	Recommended option
	• Parking is retained on one side of the road. • Allows people to access the local shops from either direction.			

Table 3: Pedestrian Crossing Improvements on Vale Street and Grange Road

Community requested improvement	Recommended crossing facility	Estimated cost (incl. 20% Risk allowance)	Improvement Recommended
Vale Street and Grange Road Intersection			
Provision of a crossing facility at the Vale Street & Grange Road intersection	Pedestrian refuge island in the vicinity of 92 Vale Street. - On average, 44 pedestrians and cyclists were observed crossing in this location in the peak hour, the majority of which were children. - Intersection geometry prevents a safe crossing at Vale/Grange due to visibility issues, property boundaries, and the intersection layout constraints. - A pedestrian refuge can be provided near 92 Vale Street as an alternative. - The refuge would connect to the proposed path, if that option is endorsed by the Council. - Given the lower traffic volumes on Vale Street (2,200 vehicles per day) makes a priority crossing not warranted, but will be future proofed.	\$70K - \$90K	Yes
Vale Street and Landscape Road Intersection			
Provision of a crossing facility at the Vale Street & Landscape Road intersection	- On average, 23 pedestrians and cyclists were observed crossing in this location in the peak hour. - Vale Street (the section south of Landscape Road) carries 1,200 vehicles per day, while the section further south carries around 400 vehicles per day. - Given the low traffic volumes and gaps available at this location, a crossing is not recommended. - The road corridor is also too narrow to install non-priority crossing devices such a pedestrian refuge or kerb extensions.	N/A	No

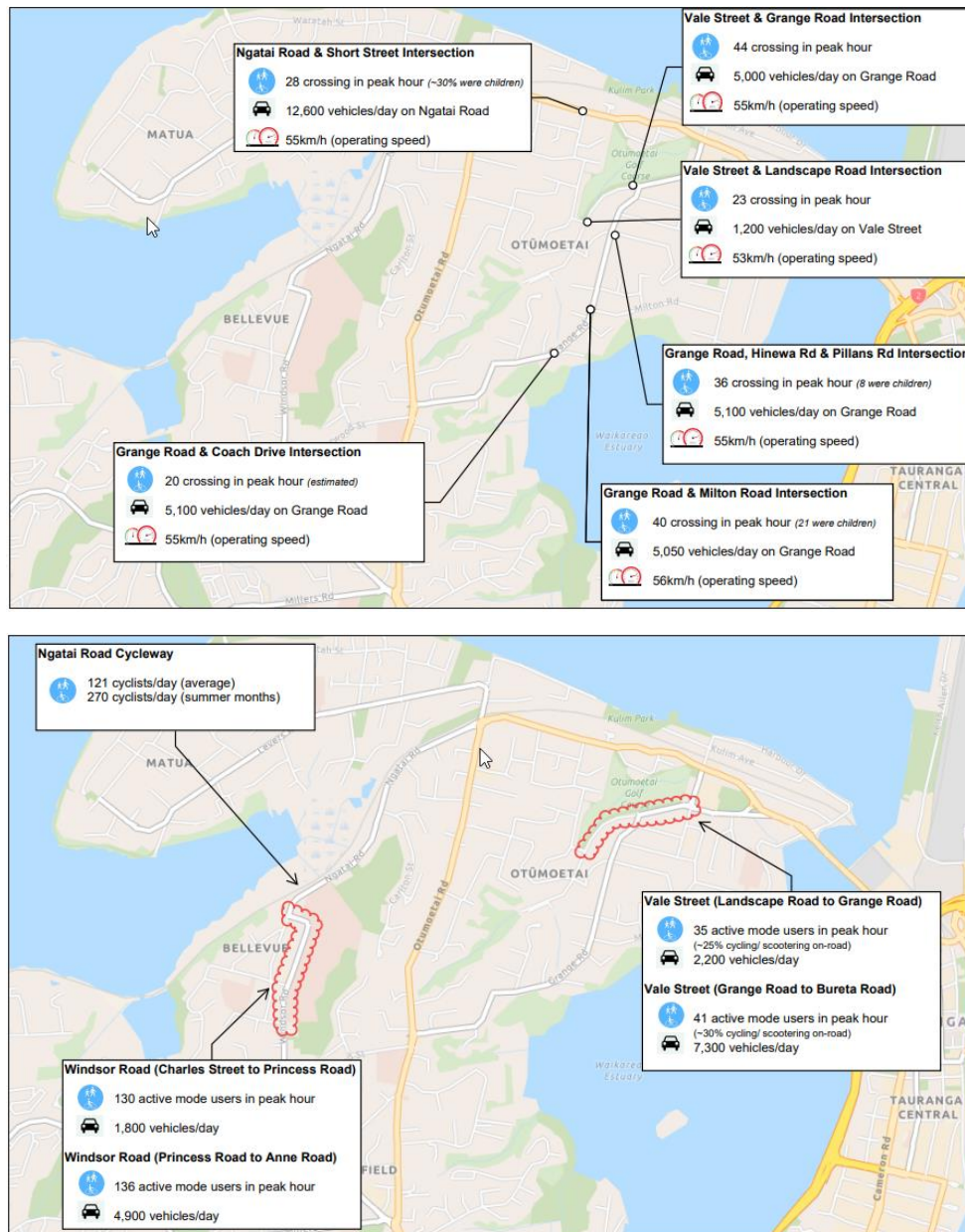
Community requested improvement	Recommended crossing facility	Estimated cost (incl. 20% Risk allowance)	Improvement Recommended
Vale Street, Hinewa Road and Pillans Road Intersection			
Provision of a crossing facility at the Grange, Hinewa Intersection	Crossing facility - On average, 36 active mode users were counted in the peak hour, of which 8 were children. - Existing traffic and pedestrian volumes support a non-priority crossing (e.g. refuge or kerb extensions). - Road width constraints and poor visibility at the crest make safe implementation of these treatments challenging. - Further design work is needed to identify a suitable crossing location.	\$70K - \$90K	Yes
Request for a roundabout at this location.	Roundabout - Roundabouts are generally warranted when traffic volumes are balanced across intersecting roads, and they support improving traffic flow, operation of the network and improve overall safety for all users. - At this location, a roundabout is not warranted due to highly imbalanced traffic flows—Grange Road carries ~5× more traffic than side roads.	N/A	No
Grange Road & Milton Road Intersection			
Provision of a crossing facility to provide access to the shops and across Milton Road and a short section of footpath	- Zebra crossing is the only feasible option on this section of Grange Road due to moderate traffic volumes and frequent vehicle arrivals (every 5–10 seconds), which limit safe crossing gaps. - High pedestrian demand (40 active mode users during peak hour), mostly children, supports the need for a crossing. - At minimum, at least one parking space must be removed to prevent vehicles reversing onto the crossing but will require confirmation through the detailed design process. - Businesses may be adverse to removal of parking, however it appears that there is sufficient parking available. Early engagement with businesses will be undertaken. - On Milton Road, the footpath can be extended by about 20m which will enable people to cross further away from the intersection if they wish to. - Additional parking space may be removed to improve visibility for pedestrians.	\$130K - \$170K	Yes

Community requested improvement	Recommended crossing facility	Estimated cost (incl. 20% Risk allowance)	Improvement Recommended
Grange Road and Coach Road Intersection			
The submitters requested that the refuge island be upgraded to a zebra crossing.	• An upgrade not warranted at Grange Road/Coach Drive intersection. • Existing pedestrian refuge (installed in 2019) remains appropriate based on current crossing demand, traffic volumes. • Conditions have not changed significantly to justify upgrading to a priority crossing (e.g. zebra or signalised). • Grange Road's steep profile contributes to higher operating speeds. • Pedestrian refuge helps reduce speeds through horizontal deflection.	N/A	No

Table 4: Pedestrian Crossing Improvements at the Ngatai Road & Short Street Intersection

Option	Advantages	Disadvantages	Estimated cost (incl. 20% Risk allowance)	Recommended option
Option 1 - Zebra crossing	- Reduces pedestrian delay and improves walkability. No need to wait for a green signal—pedestrians can cross as soon as it's safe. - Reduces vehicle delay as vehicles only stop when pedestrians are present. - Lower installation and maintenance costs. No need for traffic signal infrastructure, power supply, or ongoing maintenance of electronics. Simple road markings and signage are cheaper and easier to maintain. - Staff could investigate the potential to utilise prefabricated concrete islands which would reduce construction and traffic management costs. - Can be designed to accommodate a potential future upgrade to a signalised crossing, if warranted. - Higher BCR due to lower construction and maintenance costs.	- Drivers may fail to yield, especially in fast-moving or high-volume traffic. - Unlike signalised crossings, zebra crossings don't stop vehicles unless a pedestrian is present. - In congested conditions, pedestrians may wait a long time for a safe gap.	\$155K - \$185K	Yes
Option 2 - Signalised crossing	- Improved vehicle delays as vehicles are only required to stop when the pedestrian signal is active - allows for longer uninterrupted vehicle flows between pedestrian phases. - Signalised crossings guarantee pedestrian phases, improving accessibility.	Cost to construct and is significantly higher than a zebra crossing (resulting in a lower BCR).	\$515K - \$580K	No

Attachment 6 – Pedestrian crossing location map and summary of assessments



Attachment 7 – Summary of feedback from engagement with local schools in May 2025

School	Transport challenges effecting travel to and from school - Feedback and suggestions received
Otūmoetai College	• Safety concerns during student drop-off periods. An improved drop-off zone within the school could help address these issues. • Buses parked on yellow lines affect visibility for students crossing the road – enforcement requested.
Otūmoetai Intermediate	• Drivers stopping on yellow lines near the existing zebra crossing –enforcement requested.
Bellevue Primary	• Lack of parking near the school due to Otūmoetai College students parking in the surrounding roads. • Safety issues observed at the following intersections during pick-up and drop-off times (conflict between vehicles and students walking and cycling to/from school): ○ Windsor Road & Princess Road; ○ Windsor Road & Anne Road, and ○ Princess Road & Queen Road.
Otūmoetai Primary	• Drivers travelling too fast on Otūmoetai Road and not stopping/ giving way to pedestrians at existing pedestrian crossings. Recommend converting the existing zebra crossing on Otūmoetai Road to a signalised pedestrian crossing.
Pillans Point School	• Student safety walking/cycling and crossing Grange Road.
Matua School	• Parking and congestion at drop-off and pick-up times, particularly on Clivedene Street.

9.2 Harbour Drive Safety Improvement Options

File Number: A18653997

Author: Karen Hay, Team Leader: Engineering Services

Authoriser: Nic Johansson, Acting GM Transport & Water's divisions

PURPOSE OF THE REPORT

1. To present short and long-term options for consideration. Short-term measures aim to address immediate safety and amenity concerns, while long-term options could be considered during the next Annual Plan or Long-term Plan (LTP) deliberations.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Harbour Drive Safety Improvement Options".
- (b) Approves the short-term option to:
 - (i) install boulders
 - (ii) change angle parking to parallel parking
 - (iii) upgrade areas where cars park to reduce rutting
- (c) Approves that the \$35,000–\$38,000 to fund the short term option will be funded using savings from Transport's existing FY26 budget, noting this is solely Council funded.
- (d) Endorses Option 3 as the preferred option at an estimate of \$2.3M that includes:
 - (i) Replacing the exiting path to between 3.5m and 4m along its length
 - (ii) Includes provision of approximately 32 parallel parking spaces, picnic tables, traffic calming using chicanes, additional planting and 200m of boardwalk.
 - (iii) Notes the benefit cost ratio of 2 associated with this investment.
- (e) Note that the recommended medium-term option will need to be considered through the upcoming Annual Plan/ LTP deliberations. Given the current national funding priorities, it is unlikely this project will receive NZTA funding contribution.
- (f) If funding is confirmed, then engagement with the local community and hapū will be undertaken to help inform design.
- (g) Thanks Mr McHardy and residents for their time and effort to collaborate with Council staff on this matter.

EXECUTIVE SUMMARY

2. The Ōtūmoetai Spatial Plan identifies a number of connections that link neighbourhoods with centres, schools, employment, public transport, parks, and community facilities. The plan promotes safe, walkable environments and better travel options for people of all ages and abilities. Harbour Drive and surrounding paths are highly utilised facilities that provide for recreation and connect local neighbourhoods.
3. On 22 July 2025, Harbour Drive resident Matt McHardy addressed the City Delivery Committee, voicing concerns about narrow footpaths, antisocial behaviour, berm damage,

and offering the following suggestions for Council consideration to improve safety and amenity in the area.

- (a) Introduce a one-way traffic system to help reduce antisocial behaviour and improve traffic flow.
 - (b) Lower the speed limit from 50km/h to 40km/h for improved safety.
 - (c) Install temporary or permanent speed humps to calm traffic.
 - (d) Widen the shared path and install boulders (as on Beach Road) to prevent berm damage and vehicle encroachment.
 - (e) Convert angle parking to parallel to deter drug-related activity and other anti-social behaviour patterns.
4. Staff have met with Mr McHardy and several residents to present and gather feedback on the proposals outlined in this report. There is alignment around the preferred short-term option of using boulders and parallel parking and not progressing a one-way system. The community's preference is to replace the entire existing path—ideally with a boardwalk, include the upgrade of the seawall and provide more access points to the beach.
5. The medium term recommended option (Option 3) is replacing the existing shared path, provision of picnic tables, rubbish bins, reseeding the area, planting and 200m of boardwalk at key locations at a cost of \$2.3M.
6. The cost includes a standard 30% risk allowance to cover uncertainties at this early stage, such as potential cost increases due to design changes, unforeseen site conditions, and market fluctuations.
7. With changes in government priorities and ongoing financial pressures, walking and cycling projects—such as Harbour Drive—have been reprioritised resulting in no co-funding available for this type of project currently. In response, Council could consider the following recommended options:
 - (a) Approval of recommended option as a short-term solution to deter antisocial behaviour on the berm, by converting parking to parallel configuration. This will be delivered within existing budgets, with repairs and grass seeding already underway.
 - (b) Notes that changing parking may be perceived by the wider community as spoiling their current enjoyment of the area; however the trade-off is to provision more green space and accommodate future widening of the shared path.
 - (c) Recommend the Harbour Drive medium – long term solution (Option 3) be included as part of the upcoming annual Plan/Long-term plan deliberations noting this would be solely Council funded at this point.

BACKGROUND

8. There is currently no funding available for the Harbour Drive shared path. A budget bid was prepared for walkway or pathway development for the 2024-2034 LTP and submitted as part of a previous Low-Cost Low Risk (LCLR) bid to NZ Transport Agency (NZTA). Given the change in government priorities, funding was not allocated for this or any other walking and cycle related projects.
9. Harbour Drive - Kulim Park is highly utilised route for walking and cycling. The count comparisons below are based on data from electronic counters currently available on the network. A count was undertaken on Harbour drive comparing the volume of users in the highest hour peak against that of Kulim Park. 82% used Harbour Drive or estimated at 708 average weekday number.

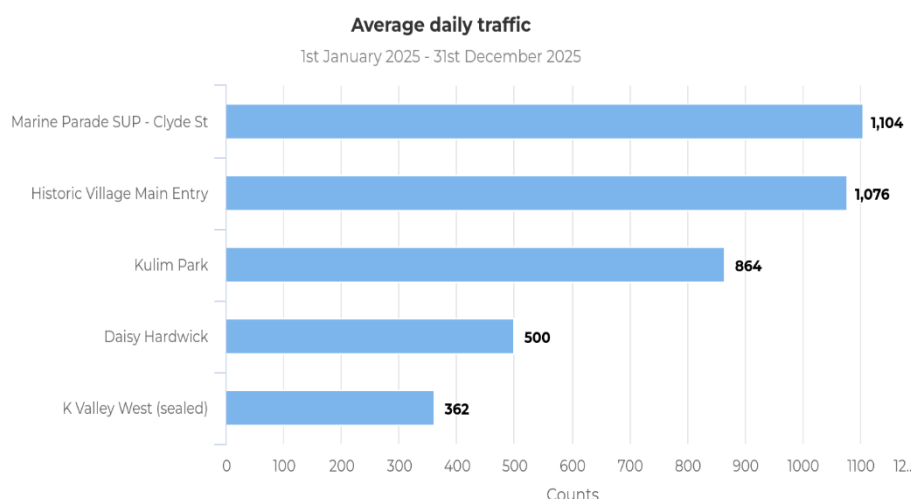


Figure 1: Average daily pedestrian and cycle volumes 2024

STATUTORY CONTEXT

10. The provision of safe and accessible routes in New Zealand is guided by several key frameworks including:
 - (a) Land Transport Act 1998: Establishes the legal basis for transport safety and infrastructure planning.
 - (b) NZTA's Pedestrian Network Guidance: promotes a Safe System approach and inclusive design that considers the needs of all users, when planning and implementing pedestrian facilities (paths and crossings).

STRATEGIC ALIGNMENT

11. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	✓

12. The recommendations support local communities in moving around the city safely and inclusively, catering to all ages and abilities, while supporting how we value and protect our environment.
13. Safer roads and environments encourage more people to walk, cycle, or use public transport, promoting healthier lifestyles and supporting environmental outcomes.

OPTIONS ANALYSIS

One Way Traffic System (Not recommended)

14. The suggestion to consider a one-way traffic system on Harbour Drive to help reduce antisocial behaviour and improve traffic flow was investigated. With around 600 vehicles per day, a one-way route from Bureta Road to Maxwells Road is the only feasible option due to the left-in/left-out configuration at the Maxwells Road and Chapel Street intersection. However, this would divert traffic to Kulim Avenue and Ngatai Road, unlikely to be supported by residents in those streets.

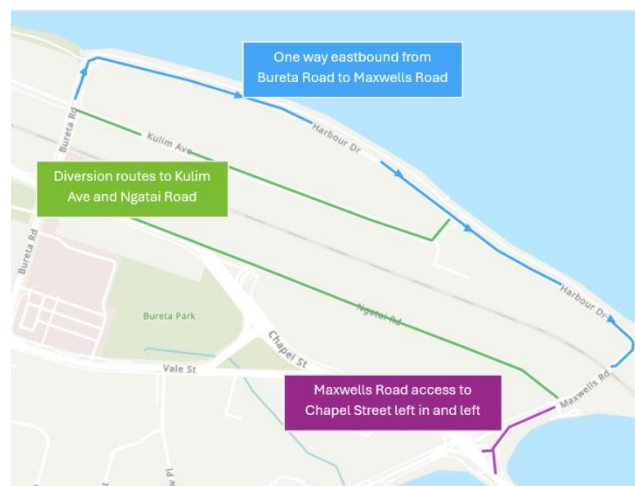


Figure 1: One Way System overview

Speed reduction from 50km/h to 40km/h (Not recommended)

15. Under the *Land Transport Rule: Setting of Speed Limits 2024*, lowering speed limits from the default 50 km/h—such as to 30 or 40 km/h—is considered an exception and must meet specific criteria before approval by the NZTA Director.
16. Lowering the speed limit from 50 km/h to 30 or 40 km/h requires evidence of safety risk (e.g. crash history or infrastructure ratings), public consultation of at least six weeks, a cost-benefit disclosure outlining safety, travel time, and cost impacts, and approval as an Alternative Method Proposal by the Director.
17. The proposed limit must also align with rule classifications or justify why speed reduction is preferred over other safety measures. Harbour Drive is unlikely to meet these criteria due to low risk and lack of crash data, albeit the potential for strong community support is demonstrated.

Install temporary or permanent speed humps to calm traffic.

18. While speed humps are effective in slowing traffic, staff have highlighted concerns about increased noise and potential vibration. Chicanes, which reduce speed by altering the road layout, offer a quieter and smoother alternative, though they require more space. Chicanes are an alternative and are recommended instead.

Short, medium and to longer-term options

19. While an option of 'do nothing' exists, community feedback does indicate a desire for improvement. Detail of the short and longer term options are attached in Attachment 1.
20. In the short term the recommended option is to change the parking to parallel and utilise boulders to formalise parking arrangements. Additionally, an upgrade of the newly parked area will be upgraded to help reduce rutting.
21. This option provides more greenspace for use by the community, supports the medium to long term proposal of widening the path and precludes people using the berm area for antisocial behaviour.
22. The cost estimate is between \$35-\$38K and can be accommodated within Transport programme, where savings can be reallocated.
23. Reseeding of damaged berm and remediating potholes along the berm will be undertaken through the maintenance programme.

Medium to Long Term Option – Shared path and other improvements

24. The recommended width of shared paths is based on peak-hour use by both pedestrians and cyclists. A minimum width of 3 metres is needed, with 4 metres preferred to comfortably accommodate current and future demand.

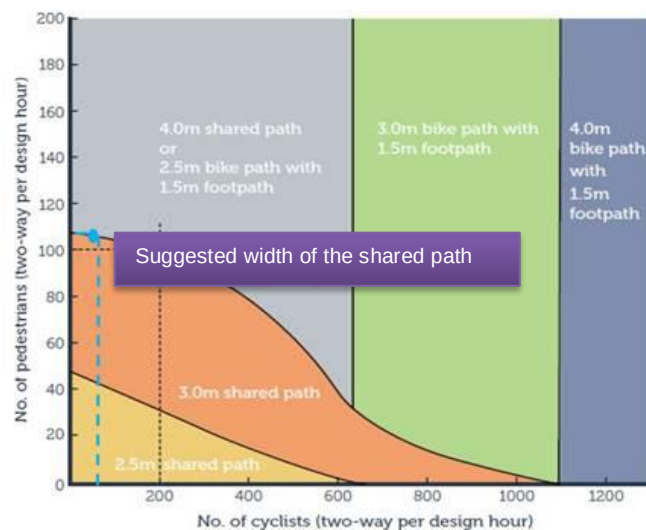


Figure 2: Average daily pedestrian and cycle volumes 2024

25. The current path width ranges between 1.2m and 1.4m along its length. The options presented in Attachment 1 include formalising parking, provision of additional planting and widening the path to 3.5m for the majority of its length.
26. We recommend replacing the entire path rather than adding to the existing one. Matching levels between old and new sections is difficult and could lead to uneven surfaces and safety risks. A full replacement avoids these issues and reduces long-term maintenance.
27. The preferred option is estimated to cost \$2.3M,(including 30% risk allowance given the early stages of the project development). An indicative BCR is 2.
28. In summary, the following is included in the cost estimate above.
 - (a) Replace the entire path with concrete which would reduce future maintenance costs and provides 200m of boardwalk to be incorporated at key locations.
 - (b) Change parking to parallel car parking along the roadside, incorporating grass between patterned surfaces.
 - (c) Install chicanes at four locations to reduce vehicle speeds and preclude the challenges with burnouts and excessive speed.
 - (d) Replace existing rubbish bins, excluding recycling bins in line with Council resolution CO/25/14/16, which aims to reduce public recycling bins due to high contamination levels and to achieve cost savings.
 - (e) Addition of picnic tables and seating.

FINANCIAL CONSIDERATIONS

29. If Council endorses spending the recommended quick win option of installing bollards and changing parking to parallel parking, this can only be delivered by using savings through the existing transport budget to a maximum of \$35-\$38K, noting this is solely Council funded.
30. For the medium to long term option, Transport's capital programme is constrained. Due to the reduction in NZTA partnership funding, Council's ability to deliver capital projects is reduced. Prioritisation of this project against several other projects will be required with delivery timeframes yet to be finalised. This project could be considered by Council through the next Annual Plan process.
31. A value for money lens has been applied against the options. A summary of each of the options and costs is outlined in the table below. NZTA does not require economic evaluations for projects under \$2 million, given the known overall benefits these bring. For this project, an assessment has been undertaken using NZTA's *Monetised Benefits and Costs Manual* relating to walking and cycling.

32. The BCR shows if a project's benefits are worth the cost. If the BCR is over 1, the benefits outweigh the cost resulting in good investment. The higher the number, the better the value for money.
33. The recommended option has a BCR of 2 i.e. replacing of the path. The higher BCR is due to reduced overall long-term maintenance costs. The recommended option has a BCR of 2 i.e. replacing of the path. The higher BCR is due to reduced overall long-term maintenance costs. The table below presents cost of options and associated BCR's.

Description	Harbour Drive Option 1 Permeable 30 angle parking	Option 2 with Permeable 32 parallel parking	Option 3 with Asphalt 30 angle parks	Option 4 replacement of entire footpath with Concrete	Option 5 replacement of entire footpath with Boardwalk
Shared path upgrade	1,284,229	1,284,229	1,284,229	1,971,609	4,532,634
Parking options	184,800	135,000	353,824	135,000	135,000
Traffic Calming allocation of 3-4 chicane sets	200,000	200,000	200,000	200,000	200,000
Total Capital Cost including 30% risk allowance	1,669,029	1,619,229	1,838,053	2,306,609	4,867,634
Estimated Maintenance cost at 31 years	2,445,959	2,445,959	2,445,959	398,142	4,211,362
Estimated Benefit Cost Ratio	1.4	1.4	1.3	2.0	0.6

34. Permeable parking options like grasscrete or gobi blocks cost \$219K less than asphalt which represents a better value for money option.

LEGAL IMPLICATIONS / RISKS

35. The key risks identified include:
- (a) Constrained funding associated with walking and cycling projects due to lack of NZTA funding and its priorities.
 - (b) Consultation may not receive the level of support needed for the project which may impact cost and time.
 - (c) There is a risk that changes to parking may be unpopular with some residents. Council will address this through clear communication and engagement to explain the benefits and gather feedback.

TE AO MĀORI APPROACH

36. We take a deliberate approach to engaging with Tangata Whenua. Staff have initiated contact with local hapū, and if the project proceeds, further engagement with hapū representatives will ensure Māori perspectives are reflected through a Te Ao Māori lens through the design process.

CLIMATE IMPACT

37. The proposed changes on Harbour Drive support the Climate Investment and Action plan as it supports use of the street for a variety of public transport, walking, biking, and micro-mobility transport modes.

CONSULTATION / ENGAGEMENT

Previous Engagement

38. Following multiple requests from Harbour Drive residents in 2024, Council proposed to install 10-12 new LED streetlights to help improve safety and visibility by illuminating the car parking areas on the northern/harbour side of the street, especially at night. Council staff door-knocked and hand delivered letters to about 60 Harbour Drive properties in February 2025 seeking their feedback on the proposal. The majority of feedback received – in-person and via emails and phone calls - was not in favour of the proposed streetlights due to potential increased light spill onto their properties, spoiling their views of the harbour, and devaluing their properties.

39. Many residents felt that other measures, such as the ones discussed in this report, would be more effective at deterring antisocial behaviour. A decision was made not to go ahead with the streetlighting which was communicated to residents in April 2025.

Recent Engagement

40. Staff met with Mr McHardy and other resident representatives to work through the options presented in this report. There is a desire to complete additional works which include:
- (a) Upgrade of the seawall to remediate areas of failure and align with Trinity Wharf Level of Service. This is part of Council's renewal programme and falls outside of the scope of this project and is not programmed within the LTP. Notwithstanding, routine maintenance is undertaken, and on updated assessments identifying further significant intervention, these are then programme for consideration in Long Term Plans.
 - (b) Replace the path in its entirety with the preferred option of a boardwalk. While Council could consider this as a preferred option, note the return on investment is negative. A boardwalk is expensive and therefore not considered the best value for money.
 - (c) Additional access points to the beach. There are currently three access points to the beach. While more access could be beneficial, it is not included in the current options. However, it could be considered as part of future planning. Any additional access would best be undertaken with a longer term seawall renewal work and would come with extra costs.
41. Overall the proposals presented in this report are supported, noting the financial and value for money challenges.

SIGNIFICANCE

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

ENGAGEMENT

46. Taking into consideration the above assessment, that the matter is of medium significance, officers are of the opinion that the following consultation/engagement is suggested/required under the Local Government Act.
- (a) Provide residents on Harbour Drive and the wider community an update in relation to the short-term option of using boulders and amending parking arrangements to parallel parking, noting that maintenance is already underway.
 - (b) When funding is confirmed, further engagement on the preferred option of extending the path, seating and other amenity improvements will take place, prior to finalising the design.

NEXT STEPS

47. Provide an update to residents on the outcome of this meeting and Harbour Drive and proposal to address the issues in the short term.
48. Utilise savings from existing Transport Programme (~ \$35-\$38K) to deliver the quick wins. Procurement opportunities will be reviewed to ensure the best value for that delivery occurs and determine if it could be done for less.

ATTACHMENTS

1. **Attachment 1 - Harbour Drive Option Analysis - A18901451**  

Attachment 1 Harbour Drive Options Assessment

The following tables outline the details of the options considered and associated costs of the options. These cover:

1. Quick Wins
2. Parking options and associated costs and
3. Medium to long term options

Table 1. Quick Wins - can be delivered within six months

Description	Disadvantages	Advantages	Expected Cost Range \$000	Recommended Option
Option 1 - Hit stick Installation on berm Placed longitudinally at around 30m spacing, angle parking maintained.	- Not supported by residents' due to visual impact, - High maintenance from vandalism - Easily removed	- Low Cost - Reduces ability for use of the berm area for burnouts and skidding	\$3-4K	No
Option 2 - Installation of large boulders on berm/maintain angle parking Placed longitudinally at around 30m spacing, excludes upgrade of parking spaces with asphalt.	- Partially addresses anti-social behaviour - Does not support future development of the shared path - Not residents' preference	Lower maintenance cost - low-maintenance materials that offer better value over the asset's lifecycle	\$22-\$25K	No
Option 3 - Installation of large boulders on the berm and change parking to parallel parking Install Large Rock Boulders and Parking: Place boulders @ 1.8m spacing along the entire	Potential risk of obtaining volume and similar size of approximately 200 boulders	- Provides more greenspace for use by the community - Supports the medium to long term proposal of widening the path - Largely addresses issues regarding antisocial behaviour. - Maintains the same level of parking as per angle parking.	\$35-\$38K	Yes

Description	Disadvantages	Advantages	Expected Cost Range \$000	Recommended Option
length of Harbour Drive to act as a physical barrier between vehicles and the shared pathway. - Accommodates approximately 30 parking spaces within existing berm areas, excludes upgrade of parking spaces. Grass Restoration and Pothole repairs interim: - Reseed damaged grass areas along the Harbour Drive stretch. Work underway to ensure successful growth of grass. Seeding should occur prior to summer or be deferred until the following Autumn.		Supports residents' preference.		
Option 4 – Installation of wooden bollards on the berm, and change to parallel parking Place bollards @ 1.8m spacing along the entire length of Harbour Drive to act as a physical barrier between vehicles and the shared pathway.	- High maintenance requirements due to frequent vandalism. - Unsuitable for berm conditions at this location. - Expensive and does not represent good value for money. High maintenance cost due to vandalism	- Reduces ability for burn outs on the berm - Does not represent best value for money option	\$92-106K	No

Table 2. Parking options

The options below demonstrate the comparison in costs, advantages and disadvantages relating to cost of placement of parking spaces.

Description	Disadvantages	Advantages	Expected Cost Range \$000	Recommended Option
Option 5 - Provide approximately 32 parallel parking spaces using permeable surfacing	Does not preclude widening of the shared path into the future	- Provides more green space and greater community enjoyment of it - Supported by residents	\$135-147K	Yes
Option 6 - Provide approximately 30 angle parking spaces using asphalt	- Requires substantial stormwater mitigation resulting in significant cost - Angle Parking will preclude the widening of the path to 3.5m-4m.	None	\$353-\$370k	No

Table 3. Medium to Long Term Option – Shared path and other improvements

The following options consider status quo, as well as options of “adding” onto the existing path or replacement of the entire path. Staff recommend Option 3, which largely aligns with residents of Harbour Drive.

Description	Disadvantages	Advantages	Expected Cost Range \$000,000	Recommended Option
Option 1 – Status Quo Do not include funding for the Harbour Drive shared path and request a citywide investment plan for shared paths to be considered through the next Long-term plan.	• Work with Spaces and Places to incorporate the path for a citywide consideration and prioritisation of investment in shared pathways, including capex and ongoing Opex costs for maintenance • Allows time to evaluate this investment against other desired recreational activities • Recognises the community enjoyment of and desire for additional investment in off-road shared pathways.	• No requirement for additional capex or Opex • Does not support the community needs to address the issue now and perception that the project has been delayed.	\$0	No
Option 2 - Widen the existing shared path between 3.5m -4m • Pathway Upgrade: Add to the existing pathway using concrete and 100m of boardwalk located at specific areas. • Parallel Car Parking: Implement designated parking along the roadside, using permeable surfacing.	• Currently not funded or prioritised against other projects. • Is not the preferred option for local residents, who prefer a boardwalk or at minimum the entire path to be replaced. • Does not address seawall enhancement or additional access to the beach. • Creates future maintenance issues, as adding to the path is likely to create uneven levels between old and new sections, posing potential hazards.	• Considered for investment and business case in next Annual Plan. • BCR of 1.6. • Achieves 3.5m -4m path width to support intended use. • Aligns with community desire to address issues with the narrow path. • Formalises parallel parking to enable the path to be extended. • Creates additional green space, picnic areas and improved amenity.	\$1.58 – \$1.62	No

Description	Disadvantages	Advantages	Expected Cost Range \$000,000	Recommended Option
• Traffic Calming: Install chicanes at four locations to reduce vehicle speeds. • Grass Restoration: Reseed damaged grass areas and fix potholes at key locations and along the road edge. Work commenced to undertake this work as part, of maintenance programme to ensure grass can grow prior to summer season commencing. • Waste Facilities: Provision of rubbish bins but no recycle bins. At the 2025/26 Annual Plan deliberations, Council resolved (CO/25/14/16) to reduce public recycling bins due to high contamination levels and to achieve cost savings • Seating and Picnic tables: Provision of four picnic tables and additional seating • Seawall Enhancement: Not included as this would require a business case and be considered through the retaining renewal upgrade programme				

Description	Disadvantages	Advantages	Expected Cost Range \$000,000	Recommended Option
Water Access: Due to funding constraints, this could be considered as part of a potential future seawall upgrade				
Option 3 - Residents' preferred option Pathway Upgrade: Replace the existing pathway with a wider boardwalk for the entire length or Replace the entire path with concrete which would reduce future maintenance costs and provides 200m of boardwalk to be incorporated into design. Parallel Car Parking: Implement designated parking along the roadside, incorporating grass between patterned surfaces as per the proposed design. Traffic Calming: Install chicanes at frequent intervals to reduce vehicle speeds. Grass Restoration: Reseed damaged grass areas along the entire Harbour Drive stretch.	- A boardwalk the entire length does not represent good value for money, since a BCR below 1 means the costs outweigh the benefits. - Currently not funded or prioritised against other projects Delivery of seawall upgrade needs further assessment and to be considered as part of renewal upgrades contingent on asset conditions assessment. This will need to be reviewed, but at the moment localised repairs is continuing.	- Provides overall a higher level of amenity. - Achieves 3.5m -4m path width to support intended use. - Supports residents preferred option. - BCR for complete replacement of path 1.2. - Parallel parking is supported. - Traffic calming is supported using chicanes – limited to four locations or every 200m. - Grass restoration is supported. - Seating and picnic tables is supported. - Additional bins are supported and included. - Given direction through AP deliberations, recycling bins are not supported.	Replace entire path with new 3.5m - 4m concrete path Circa ~\$2.30 Boardwalk for entire length Circa~ \$4.86 <i>*Excludes seawall or additional access to beach</i>	The boardwalk option is not recommended for the entire length due cost and its associated BCR. Replacement of the path in concrete is recommended, due to reduced long term maintenance cost.

Description	Disadvantages	Advantages	Expected Cost Range \$000,000	Recommended Option
• Waste Facilities: Replace existing bins with combined rubbish and recycling units. • Seating and Picnic Areas: Add more picnic tables and seating throughout the area. • Seawall Enhancement: Subject to budget, consider raising the seawall, similar to the refurbished section near Trinity Wharf. • Water Access: If feasible, add additional water entry/access points. This could be considered as part of future seawall renewal activities.				

9.3 Commercial Activities in Council Facilities Policy Review

File Number: A15797762

Author: Sandy Lee, Policy Analyst
Gert van Staden, S&P Partnerships and Facilitation Team Leader
Alison Law, Head of Spaces & Places

Authoriser: Barbara Dempsey, Acting General Manager Infrastructure and Operations

PURPOSE OF THE REPORT

1. To rescind the Commercial Activities in Council Facilities Policy 2010.
-

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Commercial Activities in Council Facilities Policy Review".
 - (b) Approves the recommendation to rescind the Commercial Activities in Council Facilities Policy 2010.
-

EXECUTIVE SUMMARY

2. Tauranga City Council's (the council) Commercial Activities in Council Facilities Policy 2011 (the policy) was developed in 2010 following some public concerns about council operating commercial activities that compete with the private sector. The policy was put in place to outline what factors will be taken into consideration when the council is deciding whether to provide a commercial activity.
3. As the policy has not been reviewed since it was adopted, a review was undertaken to check whether it still aligns with current practices and if the policy is still necessary. Feedback was sought from relevant council staff, Bay Venues Limited (BVL) and the mainstreet organisations. Discussions indicated that the policy is no longer in use, the ownership and operation of commercial activities has changed, and new policies now guide decision-making.
4. The City Future Committee is asked to rescind the policy. There are no legal or financial risks associated with the decision.

BACKGROUND

5. During the 2009-19 Long Term Plan (LTP) consultation process, a few submitters raised concerns about the council operating the gym at Baywave and the unfair competitive advantage over the private sector given alleged ratepayer subsidies. Their key concerns were that:
 - The council should not provide commercial services/facilities that compete with the private sector;
 - The private sector should have competitive opportunities to secure the rights to provide commercial activities;
 - The private sector is disadvantaged when the council provides services/facilities at a subsidised rate.

6. The policy outlines the four factors that the council will consider in decision-making, these are: financial considerations, strategic/role alignment, competitive issues, and whether the commercial activity will be provided by the council or a Council Controlled Organisation (CCO). Financial aspects included whether the activity could help generate revenue and reduce rates requirements, and the policy was developed as a support policy for the lead Revenue and Financing Policy.
7. Since the policy was adopted in 2011, BVL has been formally established as a CCO to take over the ownership and/or operation of key recreational and community facilities on the council's behalf, including the facilities at Baywave¹.

Review of the policy

8. Feedback on the policy was sought from staff in relevant teams to understand how and when the policy is used. The conversations highlighted little awareness of the policy and how it compared to commercial activities under the Use of Council Land Policy 2022.
9. Feedback was also sought from BVL to determine whether they use the policy, as well as from the four mainstreet organisations² representing the businesses in their local areas.
10. The Use of Council Land Policy, which is currently under review, makes provision for commercial activities on council land, stating that while land is primarily for community use, private or commercial use may also be allowed. The provisions for commercial use can be found in the principles section of the Use of Council Land Use Policy, as well as Section 6 and 7, which indicates how commercial activities are to be managed.
11. It is important to note that the Use of Council Land Policy provides for a different set of commercial activities, in contrast to the Commercial Activities in Council Facilities Policy, which specifically provides guidance on activities within a Council-owned facility.

STATUTORY CONTEXT

12. Under Part 5 of the Local Government Act 2002 (LGA), local authorities may conduct commercial activities through Council-Controlled Organisations or Council-Controlled Trading Organisations³ with certain expectations and obligations to enable council oversight and to ensure transparency, accountability, and alignment with community interests.

STRATEGIC ALIGNMENT

13. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	☐
We are a well-planned city	☐
We can move around our city easily	☐
We are a city that supports business and education	✓

14. The recommendation to rescind the policy helps remove an unnecessary and out-dated document. This helps ensure decision-making about commercial activities is informed by the more recent Use of Council Land Policy which supports a strong and vibrant city, including through the activation of the city through businesses that have a community benefit.

¹ BVL was established in 2013 from the merger of Tauranga City Venues Limited and Tauranga City Aquatics Limited.

² Downtown Tauranga, Mount Business Association, Pāpāmoa Unlimited and Greerton Village Community Association.

³ Organisations where council is at least a 50% shareholder and they must be publicly consulted on before being formally established.

OPTIONS ANALYSIS

Whether to continue with this policy

15. The main commercial activities operated by the council are the leasing and hiring out of land and facilities and the operation of Tauranga Airport. Other commercial activities, including cafes and eateries, are run by private sector operators who lease facilities from the council. Guidance on whether to provide a lease for a commercial activity is informed by the Use of Council Land Policy⁴ where a proposed activity is assessed against the principles of the policy.
16. In 2022, BVL developed their own Local Competition Policy (attachment 2) with reference to the council's Commercial Activities in Council Facilities Policy and sets out when they might get involved in providing a commercial activity. The policy was to address similar concerns about BVL's unfair competitive advantage due to funding from the council, with the policy clearly stating that council funding goes towards the provision of community facilities and not their commercial activities. Council staff provided feedback on the policy before it was finalised by BVL.

Options table for the commercial activities policy

	Options	Advantages	Disadvantages
a.	Rescind the Commercial Activities in Council Facilities Policy 2010. Recommended.	- Saves resources on updating an unused, out of date policy. - Decision-making on commercial activities in council facilities can continue to be guided by the Use of Council Land Policy. - Avoids any confusion by staff and stakeholders about which policy applies to what type of commercial activity. - BV have their own Local Competition Policy that informs their decision-making.	Without a policy, Council would rely on case-by-case decisions for commercial activities in facilities, which may create uncertainty and inconsistent decisions.
b.	Merge the Commercial Activities in Council Facilities Policy with the Use of Council Land Policy 2022 that is currently under review.	Specific consideration of the competition issues, as well as the financial and strategic issues, can be included into the Use of Council Land Policy to inform decision-making.	- The factors for consideration specified in the policy are already taken into account when deciding whether to provide a lease to a commercial activity under the Use of Council Land Policy. - Many aspects of the commercial activities

⁴ This policy is currently under review.

			policy are unnecessary in the land use policy.
c.	Status quo. Continue with the Commercial Activities in Council Facilities Policy.	None.	- Time and resources used to keep an unused policy updated. - Contrary to the views of operational staff.

FINANCIAL CONSIDERATIONS

17. There are no financial implications associated with the decisions in this report.

LEGAL IMPLICATIONS / RISKS

18. There are no legal implications associated with the decisions in this report.

CONSULTATION / ENGAGEMENT

19. Discussions took place with staff within the council's Spaces and Places team to understand how and when the policy is currently used. Most of the staff were not aware of the policy and had therefore not used it, while some in the property leasing team were unsure when this policy should be used or when the Use of Council Land Policy was more appropriate.
20. BVL was also contacted for feedback on the policy who indicated that they do not use council's policy as they have their own policy that informs when and where they may get involved in providing a commercial activity.
21. All four mainstreet organisations were contacted via email and invited to provide feedback on the policy. The Mount Business Association raised concerns about the frequency of markets on council land and the negative impacts they had on established local businesses. Their feedback was noted but they were also informed that activities on council land such as markets are covered under the Use of Council Land Policy which was to be reviewed this year.

SIGNIFICANCE

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

ENGAGEMENT

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

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

NEXT STEPS

26. Following direction from the committee, the policy will be removed from the council webpage.

ATTACHMENTS

1. **Commercial Activities in Council Facilities Policy 2011 - A18803265** [↓](#) 
2. **Local Competition Policy BVL - A18828188** [↓](#) 



COUNCIL SUPPORTING POLICY

POLICY TITLE:	COMMERCIAL ACTIVITIES IN COUNCIL FACILITIES
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Lead Policy	Revenue and Financing
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Minute Ref:	M11/39.02
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Date of Adoption	15 June 2011
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1. POLICY OBJECTIVES

To provide a consistent approach to the considerations to be taken into account with respect to the operation of commercial activities within Council facilities.

2. PRINCIPLES

The principles of the lead policy apply.

3. DEFINITIONS

Commercial Activity is a service which could reasonably be provided by the private sector on a commercially viable basis.

Council Facility is a facility owned or operated by Council.

4. BACKGROUND

Council's approach to the provision of "commercial" activities has been considered on a case by base basis over time. The policy has been developed in order to ensure a consistent approach to considering if Council will be involved in the provision of commercial activities which could also be provided by the private sector.

5. POLICY STATEMENT

5.1 Considerations for Commercial Activities in Council Facilities

In determining if Council will be involved in the provision of a commercial activity, the following factors will be considered:

5.1.1 Financial Considerations for Council

- Extent of financial benefit to the community (e.g. reduction in rates requirement)
- Level of revenue and expenditure involved.
- Extent of financial risk.

5.1.2 Strategic / Role

- Extent to which the proposed commercial activity contributes to or facilitates a broader strategic objective;
- Whether the proposed commercial activity has a synergy with a public service/facility delivered by Council;
- The benefits to other non-commercial stakeholders eg community share partners.

5.1.3 Competitive Issues

- Is there a private sector provider in the market place able to deliver the required service?
- Scale of activity:
 - Would the scale of the proposed activity be commercially viable?
 - To what extent will the proposed service/activity be provided? eg full café facilities vs vending machine to meet a need
- Does the proposed activity represent duplication of activity and location of facilities compared to others/competitors
- Is the commercial activity permanent/long term or temporary/interim?
- Will the pricing and/or service level significantly disadvantage competitors?
- Has Council tested the market in the last 6 years?

5.1.4 Council Delivered or CCO Delivered

Whether the activity is delivered by Council or a CCO. Generally through the Statements of Intent Tauranga City Council requires the CCO to minimize the ratepayer contribution to the activity.

5.2 Process

The guideline template (**Attachment A**) will be used to apply these considerations to a proposed “commercial activity” in order to determine whether and to what extent Council will undertake the activity. Additional notes or relevant information is to be provided to Elected Members where appropriate.

Elected members will, after due consideration has been given to the factors in 5.1 of this policy, make a decision as to whether the activity:

- Can be delivered by TCC or the CCO; or
- Whether it will be offered to and/or provided by the market.

6. RELEVANT DELEGATIONS

The implementation of this policy is delegated to the Chief Executive or his/her sub-delegate.

7. REFERENCES AND RELEVANT LEGISLATION

Revenue and Financing Policy

Service Delivery Policy

Attachment A

Activity:	<i>Description of Activity</i>							
Delivered By:	<i>TCC or CCO</i>							
Considerations	Nature / Extent	Supports		Supports	Financial Information			
		TCC / CCO	Neutral	Market				
		Provision		Provision				
Strategic / Role					Revenue - external			\$xxxx
Extent activity contributes or facilitates broader strategic objective.	Low		√	√√	Revenue - internal			\$xxxx
	Medium		√	□	Total Revenue			\$xxxx
	High	√√	√					
Activity has synergy with a Council delivered public service/facility and/or enhances the experience		√√	√		Direct Costs	\$ xxxx		
Council provision benefits other non-commercial stakeholders		√√	√		Indirect Costs CCO	\$ xxxx		
Competitive Issues					Indirect Costs TCC	\$ xxxx		
No viable option in the market		√√	√		Total Costs			\$ xxxx
Scale - commercially viability	Commercially Viable	□	√	√√				
	Not commercially viable	√	√		Net Cost / Surplus			\$xxxx
Duplicates and/or in close proximity of service provided by market		□	√	√√				
Extent to which the service/activity is provided	Full scale		√	√				
	Small scale	√	√					
Duration - permanent/long term or interim	Permanent/long term		√	√	√ = Possible assessment			
	Interim	√	√		√√ = Likely assessment			
	No/minimal effect on competitors	√	√					
	Disadvantages competitors		√	√				
		□	□	□				
Has Council tested market in last 6 years?			Yes	No				
Elected Member Decision:	<i>TCC to deliver</i>							
or	<i>CCO to deliver (CCO has discretion as to whether to offer activity to market or not).</i>							
or	<i>Activity to be offered to / provided by market</i>							

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1. BACKGROUND

Bay Venues operates Tauranga's key recreational and event facilities on behalf of the city. It has been purposely established as a Council Controlled Organisation (CCO) to enable it to operate commercially to help offset the cost of providing community facilities to residents. For funding purposes, the business has been separated into 'Funded' community services and 'Non-Funded' commercial business operations.

Bay Venues operates a number of commercial activities that support the delivery of the core functions of Bay Venues – namely hosting community activities and events. This is a key reason for Bay Venues being established as a CCO. It is also acknowledged that many of the commercially oriented business units also deliver significant benefit to the community, e.g. Mount Hot Pools and Healthy School Lunches.

In some cases, Bay Venues competes commercially with local businesses. There have been complaints to Council from a small number of local businesspeople arguing that Bay Venues should not be allowed to compete with them as the Bay Venues operation is subsidised by ratepayers, putting Bay Venues at a competitive advantage. Bay Venues has always been clear that Council operational funding is only applied to community-based activities and that it may compete with local businesses on a limited basis.

It is common for CCO's across the country to be challenged with these types of concerns from local business owners. Tauranga City Council (TCC) has asked that Bay Venues develop a policy to respond to these concerns and provide clarity on areas where it may compete with local businesses.

2. CCO LOCAL COMPETITION

PWC have confirmed that it is common for CCO's to directly undertake activities that compete with the private sector and that there is no reason why Bay Venues cannot compete with the private sector.

However, they further note that there are always local considerations. In this regard, a CCO's 'risk' is that the local businesses perceive (even if it is not reality) that the Council ownership provides an unfair competitive advantage. In Bay Venues case, this proposition could be pointed to Council's annual grant to Bay Venues, despite these funds being allocated to the 'Funded' Bay Venues activities that are not commercial, or at least are only partially commercial.

PWC recommends ensuring that information in the public domain supports a position that Council is not subsidising the activities that are considered commercial and ensure that there is clear narrative about Bay Venues role and demonstrate that any subsidies are to support the non-commercial activities Bay Venues has been tasked with running. While potentially useful, benchmarking to other CCOs is unlikely to convince those challenging a CCO's activities.

Within the events and recreation sector there are mixed models of service delivery, but it is common for Council's and/or their CCO's to operate commercial business activities in-house. Examples include Venues

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Otautahi in Christchurch operating their own catering and cleaning services, while the venue operations in Hamilton and New Plymouth have audio-visual (AV) services run in-house. Many Council swimming pool operations offer gyms that are run as part of the aquatic operation.

Services are provided in-house by public venues for many reasons:

- To help enable the attraction and delivery of events
- To ensure a quality service offering
- To ensure effective coordination within the venue
- To provide control and/or assurance regarding health and safety
- To provide services that meet the needs of the venue and activities that happen within it
- So that profits from the commercial business activities are used to offset the cost of operating the venue
- To ensure appropriate expertise is retained
- Specialist plant and equipment is required to be maintained within the venue

In many cases there are limited suppliers with the capability and capacity to service the needs of public venues. For example, catering for a 1,000 person seated dinner is something that few local caterers have the capability to deliver.

Bay Venues operates a range of commercial activities for the reasons noted above. There are additional community benefits that accrue from time to time by operating these services in-house. E.g., the Bay Catering operation has expanded to provide the Healthy School Lunches programme to local schools while Bay Swim provides an important community service in teaching children to swim (albeit this is a paid service).

3. COMMERCIAL PRINCIPLES

In no circumstances will Bay Venues use operating subsidies from TCC for 'Funded' community activity to fund 'Non-Funded' commercial activity. Bay Venues will report transparently around TCC funding to clearly show that this funding is used to support community-based outcomes.

Bay Venues acknowledges the potential concerns from the local business community and will only compete directly with local businesses on the following basis:

1. Bay Venues will only compete directly with local businesses where it is aligned with its core purpose of providing public venues. This may include offering associated products and services at the venues on an exclusive basis.
2. Bay Venues may choose to operate its own in-house services (such as catering, AV, cleaning etc.) should it not contract these out.

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3. Bay Venues will not direct significant resource into developing business activities outside of its core purpose of providing public venues.
4. Where services are provided as a core part of the Bay Venues operation (as per points 2 and 3 above) that do compete directly with local businesses then these services will be provided on standard industry market pricing and conditions. Bay Venues will compete with local businesses primarily on capability and service and not on price. Where appropriate an annual review of pricing will be undertaken to ensure comparability with the local market.
5. Notwithstanding points 2-5 above, Bay Venues may provide any products and services to:
 - a. strategic partners such as TCC, commercial partners and key clients;
 - b. customers where no other local service provider is able to offer the service either at all, offer it cost effectively or deliver the service to an acceptable market standard;
 - c. and, customers in markets where no local business operates.
6. Bay Venues may continue to provide any existing product and/or service in the event of a new local competitor entering the market.

4. ADDRESSING CONCERNS

Any complaints or feedback regarding Bay Venues competitive behaviour will be referred to the CEO of Bay Venues in the first instance. A formal response will be provided within 10 business days and the Bay Venues Board Chair and the CCO Partnerships Manager at TCC will be kept informed regarding all complaints. Bay Venues will keep a log of feedback on competition that will be reviewed on an annual basis to identify any areas for improvement.

5. APPROACH BY BUSINESS ACTIVITY

Below are current examples of potential areas of local market competition and Bay Venues approach to these:

Business Activity	Approach	Estimate of Lost Revenue if Withdrawing from the Local Market
Venue Hire	Operate Bay Venues facilities as event facilities for hire. Balance community and commercial use to maximise outcomes.	High
Commercial Leases	Only within Bay Venues owned buildings.	Low
Bay AV	Focus on activity within Bay Venues Facilities.	Medium
Bay Catering	Focus on activity within Bay Venues Facilities.	High
Healthy School Kai	Service from Bay Venues facilities. Focus on Tauranga schools. Support schools to move to community provision if they choose.	High
CLUBfit	Gyms only offered within Bay Venues facilities.	High

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Swim Schools	Focus on activity within Bay Venues Facilities.	Medium
Indoor Sports Leagues	Focus on activity within Bay Venues Facilities.	Low
Massage Services	Gyms only offered within Bay Venues facilities.	Low
BayStation	Focus on entertainment services within Bay Venues facilities.	Low

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9.4 Prioritising Use of Indoor Facilities Policy Review

File Number: A18182348

Author: Sandy Lee, Policy Analyst
Reena Snook, Baycourt Community & Arts Centre Manager
Nelita Byrne, Manager: Venues & Events

Authoriser: Sarah Omundsen, General Manager: Regulatory and Community Services

PURPOSE OF THE REPORT

1. To rescind the Prioritising Use of Indoor Facilities Policy 2011.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Prioritising Use of Indoor Facilities Policy Review".
- (b) Approves the recommendation to rescind the Prioritising Use of Indoor Facilities Policy 2011.

EXECUTIVE SUMMARY

2. Tauranga City Council's (the council's) Prioritising Use of Indoor Facilities Policy 2011 (Attachment 1) was developed to address the issue of booking conflicts in council's network of community facilities, specifically, indoor sports facilities, community halls and centres, and Baycourt Community & Arts Centre (Baycourt). The policy outlines the factors that will be considered when deciding how bookings will be prioritised in conflict situations.
3. A review of the policy was signalled as an action in the council's Community Centres Action and Investment Plan 2023⁵, as the policy has not been reviewed since it was developed. Baycourt is now the only facility covered by the policy that is still under the ownership and management of the council, with most other facilities having been transferred over to Bay Venues Limited (BVL).
4. The teams managing the council's three community facilities⁶ indicated that booking conflicts are not a current issue and they do not have any use for the policy. BVL also indicated they are developing their own prioritisation policy and will seek input from Councillors and the appropriate council teams in the process.
5. The City Future Committee is asked to rescind the policy. There are no legal or financial risks associated with the decision.

BACKGROUND

6. When the Prioritising Use of Indoor Facilities Policy 2011 was developed, booking conflicts were primarily experienced in the indoor sports facilities network, and particularly at the Queen Elizabeth Youth Centre (QEYC), which was often booked for non-sport exhibitions and events. Though the construction of the Mercury Baypark Arena was intended to help

⁵ As an action to take place in the short-term (within 1 to 3 years). See

<https://www.tauranga.govt.nz/Portals/0/data/council/strategies/files/community-centres-aip.pdf>

⁶ Baycourt as well as The Historic Village and The Cargo Shed which were established after the policy was put in place.

alleviate some of the demand issues, the policy was still deemed necessary to deal with booking conflicts if they arose⁷.

7. In 2013/14, BVL was established to take over the ownership and operation of the network of swimming pools, indoor sports facilities, and community halls and centres on behalf of the council⁸. In August 2015, a contractual obligation was created requiring BVL to follow the Prioritising Use of Indoor Facilities Policy⁹ in their operations, but the contract was superseded by the Enduring Letter of Expectation in 2018 with no explicit requirement carried forward.

Review of the policy

8. In reviewing the policy, we spoke to the council teams that currently manage the community facilities, the CCO Specialist, and BVL staff to understand whether booking conflicts are an issue and what the best way of managing the prioritisation of use is to ensure alignment with the council's strategic priorities.
9. Feedback from the council teams was that booking conflicts are rarely, if ever, an issue and the strategic priorities for each facility inform their prioritisation decisions as and when needed. For Baycourt facilities, the Venue Prioritisation Procedure and the Baycourt Booking Procedure¹⁰ guide how bookings are managed and processed.
10. BVL staff who manage the swimming pools, community halls and centres, and indoor sports facilities, indicated booking conflicts generally only occur with the indoor sports facilities and the 25m pool at Baywave, with most users wanting to use the courts and pool during the same 'peak' times. BVL work with the sports codes and users to find the best possible outcome. With the compromise from the sports users, booking conflicts are otherwise relatively rare and the stated purpose for each facility generally guides booking prioritisations¹¹. Rather than continue with the council's policy, BVL preferred instead to develop their own prioritisation policy to formalise their approach with Councillor and council staff input.
11. We also researched how other councils manage booking conflicts which highlighted that booking prioritisations tend to be in specific terms and conditions, rather than a policy.

STATUTORY CONTEXT

12. Under section 10(b) of the Local Government Act 2022 (the Act), local authorities are required to promote the social, economic, environmental, and cultural well-being of their communities. Community facilities are integral to this requirement, providing spaces for people to connect, socialise and participate in a wide range of social, cultural, sporting and recreational activities¹².

⁷ The policy replaced the council's Queen Elizabeth II Youth Centre and Memorial Hall Usage Policy 1992 and applied to a broader network of community facilities.

⁸ A Council Controlled Organisation (CCO) wholly owned by Tauranga City Council. See Attachment 2 for a list of all the indoor community facilities and who owns and manages them.

⁹ A service contract between TCC and BV (signed 8 Aug 2016) listed several council policies that BVL was required to follow, including the Prioritising Use of Indoor Facilities Policy.

¹⁰ This procedure currently sits under the lead Prioritising Use of Indoor Facilities Policy. Both procedures are currently under review to assess their effectiveness and ensure they remain fit for purpose in supporting strategic and operational outcomes.

¹¹ As a rough estimate, BVL staff indicated booking conflicts to be less than 5% of all bookings after discussions and compromises are reached with sports, though there are a number of sports that do want more space at peak times. Generally, if possible, community bookings are only relocated to an alternative venue for 'significant events' with advanced notice (sometimes up to a year) given.

¹² The provision of community facilities is also considered a 'core service' of local authorities under the proposed Local Government (Systems Improvements) Amendment Bill.

STRATEGIC ALIGNMENT

13. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	☐
We are a well-planned city	☐
We can move around our city easily	☐
We are a city that supports business and education	☐

14. The provision of community facilities plays an important role in supporting the wellbeing of communities which is a key goal in creating an inclusive city. Ensuring access to these facilities by different community groups is best achieved by the organisation responsible for managing the facilities, as they can work directly with the communities to understand and respond to their needs.

OPTIONS ANALYSIS

Whether to continue with the policy

15. Based on the current levels of demand for the use of spaces within Baycourt, The Cargo Shed and The Historic Village, booking conflicts are not an issue and staff have indicated that the few situations that do arise are manageable with the existing strategies and procedures in place.
16. BVL is developing their own prioritisation policy for all the community halls and centres, and indoor sports facilities that they own and/or manage on the council's behalf. BVL will seek input from Councillors and relevant council teams on the policy once drafted.
17. There is therefore no use for this policy.

Table 1: Options for whether to continue to the policy

	Options	Advantages	Disadvantages
1a	Rescind the council's Prioritising Use of Indoor Facilities Policy 2011. Recommended	- Staff can continue to manage booking prioritisation decisions with the existing strategies and procedures in place. - Eliminates the need for resources to keep an unused and unnecessary policy updated. - BV are better positioned to develop a prioritisation policy for the facilities they own and manage. - Relevant council staff can input on BV's policy to ensure alignment with the council's strategic priorities. - A policy can be developed at a later stage if/when booking	May be more demand on these facilities, as well as the new community facilities within Te Manawataki o Te Papa, at a later stage that necessitate a prioritisation policy.

		conflicts become an issue.	
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1b	Update the Prioritising Use of Indoor Facilities Policy with only the community facilities currently operated by the council in scope.	• Greater consistency and transparency in how prioritisation decisions are made for the facilities. • Enables BVL to develop their own prioritisation policy with Councillor and council staff input.	• Different strategic purposes for each of the facilities mean an overarching prioritisation policy may not be appropriate. • Resources required to keep the policy updated when it does not address a current issue in the facilities. • Duplicates the existing strategies and procedures already in place that guide decision-making when required.
1c	Update the Prioritising Use of Indoor Facilities Policy with all community facilities managed by the council and by BVL in scope.	• Greater consistency and transparency in how prioritisation decisions are made for all community facilities.	• Inconsistent with BVL's preference to develop their own prioritisation policy for the facilities they own and/or operate. • No legal obligation for BVL to follow the policy unless the next Letter of Expectations (2026/27) to BVL states that the policy is to be included in their next Statement of Intent (2026/29).

FINANCIAL CONSIDERATIONS

18. There are no financial impacts associated with the decision in this report.

LEGAL IMPLICATIONS / RISKS

19. There are no legal implications associated with the decision in this report.

TE AO MĀORI APPROACH

20. The recommendation to rescind the policy does not have any direct impact on the council's Te Ao Māori approach. However, supporting BVL to develop their own prioritisation policy for the indoor community facilities they own and operate, will enable them to work directly with mana whenua, as well as other facility users, to ensure their prioritisation approach in accordance with the principle of rangatiratanga and responds to the needs and interests of mana whenua.

CONSULTATION / ENGAGEMENT

21. Engagement with the council teams who manage Baycourt, The Cargo Shed and The Historic Village indicated that all three facilities have slightly different utilisation and strategic priorities. As a community arts centre, Baycourt facilities are prioritised for community uses/users with travelling commercial acts typically scheduled around them. Bookings at The Historic Village are generally on a first-come, first-served basis, while The Cargo Shed, under shared management with Otamataha Trust through the Taumata Kahawai Governance Group, have an agreement that the space is used equally for cultural, community and commercial events.
22. For indoor sports facilities, BVL run biannual workshops with sports codes to understand what their needs are for courts for the incoming season and when they need them, and workshop with the sports codes and clubs a prioritisation approach.

SIGNIFICANCE

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

ENGAGEMENT

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

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

NEXT STEPS

27. Following direction from the committee, the policy will be removed from the council webpage.
28. Council staff will work with BVL staff on BVL's prioritisation policy to ensure alignment with the council's strategic priorities.
29. Staff will also update the Baycourt Booking Procedure to include a strategic statement to formalise the existing strategic objective for the facility which will be signed-off by the executive leadership team.

ATTACHMENTS

1. **Prioritising Use of Indoor Facilities Policy 2011 - A18801465**  
2. **Ownership and Management of Indoor Community Facilities List - A18806134**  



COUNCIL LEAD POLICY

POLICY TITLE:	PRIORITISING USE OF INDOOR FACILITIES
Minute Ref:	M11/38.3
Date of Adoption	14 June 2011

1. POLICY OBJECTIVES

- To adopt a framework for decision making on the prioritisation of use of Council's indoor facilities network where a conflict situation arises.
- To achieve an appropriate balance between increasing utilisation of Council's indoor facilities network and increasing the user fees and charges component of revenue received from the indoor facilities network (to minimise the ratepayer subsidy).
- To apply a consistent approach to decisions on prioritisation of use of the indoor facilities network while recognising the need to have a level of flexibility to cater to different circumstances.
- To assist in encouraging a range and diversity of activities to occur in the indoor facilities network.
- To assist in ensuring that the type of activity occurring in Council's indoor facilities network is appropriate to the type of space that is being used.

2. PRINCIPLES

- The Sport and Active Living Strategy, Our Community Places Strategy, and Sub-Regional Events Strategy set in place clear strategic direction for the indoor facilities network.
- The indoor facilities network provides indoor space for the community to undertake events and activities in, recognising the benefits of the community being active and participating in activities that help to achieve social cohesion, personal health and wellbeing, and a sense of achievement.
- The operation and management of the indoor facilities network is focused on meeting user needs and expectations as much as possible, both now and into the future.
- Council applies a network approach to indoor facilities to ensure that activities are accommodated in the most suitable facility for the type of use.

3. DEFINITIONS

Baycourt Community and Arts Centre is managed by Tauranga City Council Venues and Events and is used for local, regional, national and international performances, conferences and exhibitions.

Baypark is the area located at 81 Truman Lane, Mount Maunganui that provides facilities and venues for sport, recreation, events and exhibitions, and includes the TECT Arena at Baypark which is the 9 court indoor sports and exhibition centre.

Community Centres are a network of Council managed facilities that provide multi-use and flexible spaces for a variety of community activities to occur in. Community centres have more flexibility than a community hall to cater to a variety of activities due to the availability of a number of different sized rooms within the centre. A typical community centre has on site management and provides a range of room sizes, a kitchen and an administration area.

Community Halls are a network of Council managed facilities that provide a large area of space for community activities to occur in. They generally can accommodate one user at a time. There is limited flexibility in terms of the size and type of spaces provided and the ability to respond to the changing needs of the community. A typical community hall provides a large indoor space and kitchen, and does not have on site management.

Facility Manager means the person engaged or appointed to manage the facility in question.

Indoor Facilities Network is the network of Council managed facilities¹ that provide indoor space for the community to access and use. The indoor facilities network is made up of community halls, community centres, indoor sports facilities, Baypark, and the Baycourt Community and Arts Centre.

Indoor Sports Facilities are a network of Council managed facilities that provide court space for a variety of active recreation and community activities, and events/exhibitions to occur in. The network includes the TECT Arena at Baypark and indoor sports facilities that operate under a community share agreement.

User Groups are the groups of people that use Council's indoor facilities network and can in some circumstances be referred to as clients. User groups represent the many different types of activities that use indoor space.

4. BACKGROUND

The approach Council takes to prioritising use of the indoor facilities network where a conflict situation arises has evolved over the years and has not to date been formalised into Council policy. This has made it difficult to assess responses to potential conflicts that may occur, for example, whether a commercial event takes precedence over a community event. Other factors like management targets for utilisation and revenue targets can influence the approach that is taken to dealing with these conflicts.

The issue of conflict between user groups is primarily seen in the indoor sports facilities network and has historically been an issue associated with the use of the Queen Elizabeth Youth Centre for non-sport exhibitions and events prior to Baypark being available for this purpose.

¹ including indoor facilities managed by Council Controlled Organisations

The TECT Arena at Baypark will help to alleviate this issue but guidance is still required to determine the approach to dealing with conflict situations when they arise.

5. POLICY STATEMENT

5.1 Application of this Policy

- (a) Schedule 1 broadly identifies the booking and allocation process used for the indoor facilities network and how this policy fits into the process.

5.2 Prioritising Use of Indoor Sports Facilities

- (a) Where competition for the use of an indoor sports facility on the same date and time arises, management will review the situation based on the following factors:
- where reasonable and practical, priority be given to long-term users of the facility
 - participation numbers
 - spectator numbers
 - profile of the activity
 - economic benefits of the activity
 - ability for flexibility of date and time of use
 - relocation options in the indoor facilities network
 - impact on revenue targets for the facility in accordance with the business plan and budget requirements
 - duration of use of the activity
 - how the activity relates to the intended use of the facility outlined in Schedule 2
 - impact on the user group(s)
 - established success of activity
- (b) The final decision on prioritising use of indoor sports facilities rests with the facility manager.
- (c) Council retains a level of flexibility in applying this Policy to ensure that changing circumstances and unforeseen situations can be responded to, however this will be done as much as possible in line with the objectives and principles of this Policy.

5.3 Prioritising Use of Community Halls and Community Centres

- (a) Where competition for the use of a community hall or community centre on the same date and time arises, management will review the situation based on the following factors:
- where reasonable and practical, priority be given to long-term users of the facility
 - participation numbers
 - spectator numbers

- ability for flexibility of date and time of use
 - relocation options in the indoor facilities network
 - impact on revenue targets for the facility in accordance with the business plan and budget requirements
 - duration of use of the activity
 - how the activity relates to the primary purpose of the facility outlined in Schedule 3
 - impact on the user group(s)
 - established success of activity
- (b) The final decision on prioritising use of community halls and community centres rests with the facility manager.
- (c) Council retains a level of flexibility in applying this Policy to ensure that changing circumstances and unforeseen situations can be responded to, however this will be done as much as possible in line with the objectives and principles of this Policy.
- (d) This Policy does not apply to community halls under a community share agreement as these facilities are owned and managed by another organisation. Prioritisation of use of these facilities should be done in accordance with the community share agreement in place.

5.4 Prioritising Use of the Baycourt Community and Arts Centre

- (a) Where competition for the use of the Baycourt Community and Arts Centre on the same date and time arises, management will review the situation in accordance with the Baycourt Community and Arts Centre Venue Booking Procedure.
- (b) The final decision on prioritising use of the Baycourt Community and Arts Centre rests with the facility manager.
- (c) Council retains a level of flexibility in applying this Policy to ensure that changing circumstances and unforeseen situations can be responded to, however this will be done as much as possible in line with the objectives and principles of this Policy.

6. RELEVANT DELEGATIONS

The Chief Executive, Group Manager: City Services, Group Manager: Business Services; Manager: Recreation Relationships and Manager: Venues and Events each has delegated authority for the implementation of this Policy.

The Facility Manager has delegated authority to determine the prioritisation of use of the facility s/he manages in accordance with the provisions of this Policy. This includes the authority to make the final decision in booking conflict situations.

If the Facility Manager is unable to resolve a prioritisation of use or booking conflict situation or feels that it is a situation which is particularly difficult, is of particular political importance or sensitivity or there is special community interest in it, the Facility Manager may refer the situation to any of the Chief Executive, Group Manager: City Services, Group Manager: Business Services, Manager: Recreation Relationships or Manager: Venues and Events who have the delegated authority to make the decision.

In the case of a Council Controlled Organisation the requirement for implementation of this Policy is specified in the Statement of Intent and Service Level Agreement.

7. REFERENCES AND RELEVANT LEGISLATION

Local Government Act 2002

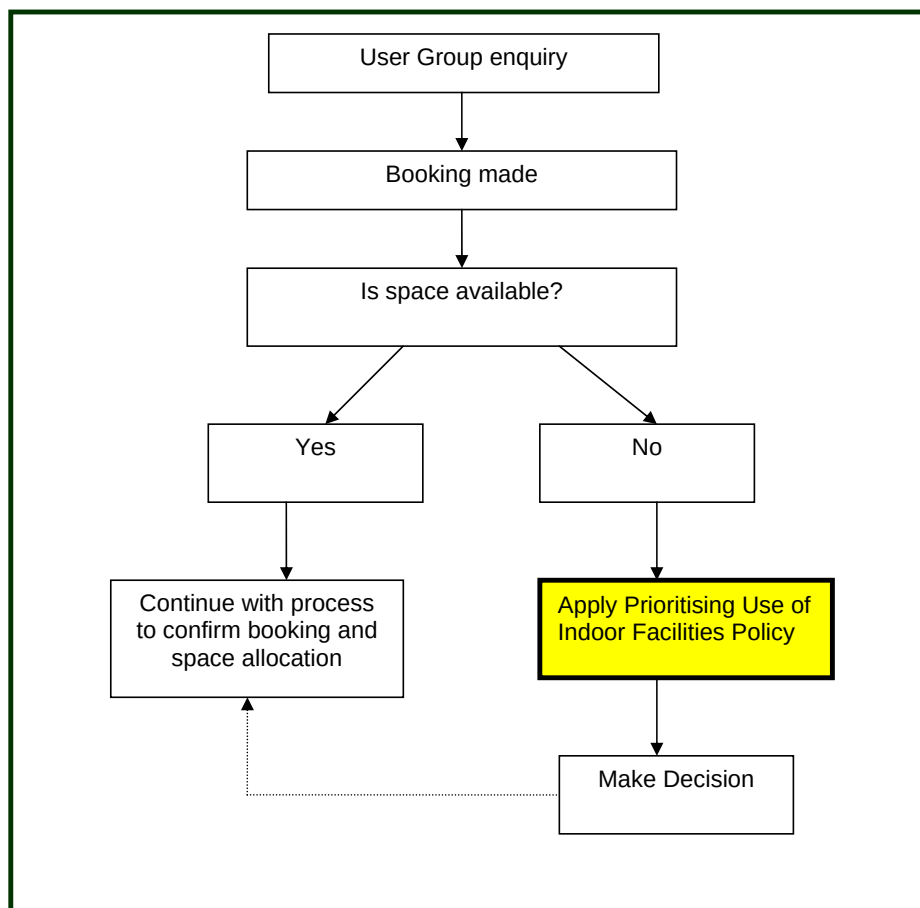
Sport and Active Living Strategy 2005

Our Community Places Strategy 2008

Western Bay of Plenty Sub-Regional Events Strategy 2009

Community, Private and Commercial Use of Council Administered Land Policy

Baycourt Community and Arts Centre Venue Booking Procedure

Schedule 1 – Indoor Facilities Booking and Allocation Process

Schedule 2 – Positioning of Indoor Sports Facilities

The positioning of indoor sports facilities helps to identify the role that each facility plays in the network through stating what the expected main type of use is. The positioning generally reflects the strategic direction in place and the specifications that the facility has been built to.

The main type of use expected to be accommodated in the indoor sports facility network is:

- a. TECT Arena at Baypark 3 court:
 - international, national and regional events including centre court sport, events and exhibitions; then
 - regular community sport leagues and tournaments
- b. TECT Arena at Baypark 6 court:
 - regular community sport leagues and tournaments; then
 - international, national and regional events including centre court sport, events and exhibitions
- c. Queen Elizabeth Youth Centre:
 - regular community sport leagues and tournaments and smaller community activities and events that do not require the amount of space provided by the TECT Arena at Baypark
- d. Mount Maunganui Sports Centre:
 - regular community sport leagues and tournaments and smaller community activities and events that do not require the amount of space provided by the TECT Arena at Baypark
- e. Otumoetai Action Centre – sports training and community activities
- f. Aquinas Action Centre – sports training and community activities
- g. Merivale Action Centre – sports training and community activities

Schedule 3 – Positioning of Community Halls and Community Centres

The primary purpose of community halls and community centres is to provide a place for:

- a. social interaction; and
- b. community involvement; and
- c. active participation; and
- d. a range and diversity of activities to occur in.

The main types of activities expected to occur in community halls and community centres include:

- a. passive recreation activities (eg yoga, karate, dance, indoor bowls)
- b. community support activities (eg community meetings, support groups)
- c. community activities and events (eg markets, clubs)
- d. arts and culture activities and events (eg craft fairs)

Private functions such as birthday parties can occur in some of these facilities. Where they are not permitted this is outlined in the fees and charges section of the Ten Year Plan and Annual Plan.

Ownership and Management of Indoor Community Facilities

COUNCIL OWNED AND MANAGED FACILITIES

- Baycourt Community and Arts Centre
- The Cargo Shed
- The Historic Village

COUNCIL OWNED FACILITIES MANAGED BY BVL

- Papamoa Library & Community Centre
- Elizabeth Street Community & Arts Centre
- Cliff Road Building
- University of Waikato Haumaru Sport & Recreation Centre
- Waipuna Park Pavilion (will no longer be managed by BVL from January 2026)

BVL OWNED AND MANAGED FACILITIES

Aquatic Facilities

- Baywave TECT Aquatics & Leisure Centre
- Mount Maunganui Hot Pools
- Greerton Aquatics & Leisure Centre
- Memorial Pool
- Otumoetai Pool

Sports Facilities

- Mercury Baypark Arena
- Mercury Baypark Stadium
- Queen Elizabeth Youth Centre (excluding the building referred to as Daniel's in the Park)
- Memorial Hall
- University of Waikato Adams Centre for High Performance
- Mt Maunganui Sports Centre

Community Halls & Centres

- Arataki Community Centre
- Bethlehem Hall
- Greerton Community Hall
- Matua Hall
- Papamoa Sport and Recreation Centre
- Welcome Bay Hall

COMMUNITY SHARE FACILITIES (out of scope of Prioritising Use of Indoor Facilities Policy)

- Aquinas Action Centre
- Merivale Action Centre

9.5 Updating Policy Delegations Due to Organisational Reset

File Number: A18717553

Author: Sharon Herbst, Policy Analyst
Josh Logan, Team Leader: Policy & Corporate Planning

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

PURPOSE OF THE REPORT

1. The purpose of this report is to update delegations to external policies due to an organisational reset.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Updating Policy Delegations Due to Organisational Reset".
- (b) Notes the administrative updates required to policy documents following the recent organisational reset, as outlined in the attached table.
- (c) Agrees that these updates do not alter the intent or substance of the policies and therefore do not require formal consultation.
- (d) Delegates authority to the General Manager: Strategy, Partnerships & Growth to make the necessary amendments to the policy documents to reflect the updated role titles, including minor formatting amendments.

EXECUTIVE SUMMARY

2. Following the recent organisational reset, a review of existing policy documents was undertaken to identify any references to roles or positions that have since changed. This assessment has confirmed that while several role titles have been updated or redefined, the substantive content and intent of the policies remain unaffected.
3. To ensure clarity and accuracy in our documentation, we propose updating the relevant policy documents to reflect the new role titles. A summary table outlining the proposed changes is attached for reference. The table also includes some policies that require updating that are already in planned reviews and thus will be updated in that process.
4. As these updates are administrative in nature and do not alter the policy content, scope, or application, formal consultation is not required. The changes will support consistency across policy documents and improve ease of interpretation for staff and stakeholders.

STRATEGIC ALIGNMENT

5. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓

We are a city that supports business and education



Collectively, the policies being updated contribute to all the Strategic Community Outcomes.

OPTIONS ANALYSIS

Issue 1: Updating policy delegations

6. Following the recent organisational reset, an assessment of existing policy documents has confirmed that while several role titles have been updated or redefined, the substantive content and intent of the policies remain unaffected. To ensure clarity and accuracy in our documentation, we propose updating the relevant policy documents to reflect the new role titles. A summary table outlining the proposed changes is attached for reference (**Attachment One**).

7. Table 1: Updating policy delegations

Option		Advantages	Disadvantages
1a	Update the relevant policy delegations as proposed in the attached table Recommended	- Ensures policy documents accurately reflect the current organisational structure - Reduces confusion by aligning role titles with actual responsibilities - Maintains trust in governance by keeping documentation current and clear	- Requires administrative effort to update multiple documents - May prompt minor queries or clarification requests during transition
1b	Retain the status quo and do not update relevant delegations.	Avoids immediate administrative workload	Delegations may reference outdated or incorrect role titles, leading to confusion or misinterpretation

FINANCIAL CONSIDERATIONS

8. There are no financial considerations associated with this report

LEGAL IMPLICATIONS / RISKS

9. There are no legal or risk matters associated with this report.

SIGNIFICANCE

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

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

ENGAGEMENT

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

NEXT STEPS

14. The minor changes to policy documents will be made and the documents uploaded to the council website.

ATTACHMENTS

1. **Summary Table of Proposed changes to External Policy Delegations - A18901026** [↓](#) 

The following policies have been identified as having roles that need to be updated, with the proposed changes detailed below:			
Policy Title	Current Role mentioned	Proposed role to replace current role	Full Text where the role appears
Assessing Applications for Domestic Water Supply	Group Manager: City Services	General Manager: Operations & Infrastructure	The Group Manager: City Services is to approve any costs associated with the supply or treatment improvements of the upstream network that is to be passed onto the developer.
Assessing Applications for Domestic Water Supply	Water Section of City Services	Water Services team; General Manager: Operations & Infrastructure	The assessment of whether a water supply is available will be made by the Water Section of City Services. Such assessment may be reviewed by the Group Manager: City Services.
Protected Disclosures (Protection of Whistleblowers) Procedure	any general manager; chief financial officer; manager: democracy services; manager: human resources; manager: legal & risk; team leader: risk; team leader: legal; team leader: HR business partners; HR business partner; risk advisor; or any other staff member with significantly similar position titles established in the future.	any general manager Chief Operating and Financial Officer Head of Strategy, Governance & Climate Resilience Head of People, Performance and Culture General Counsel Manager Risk & Assurance Associate Counsel Business Partner & Talent Manager People Business Partner Risk and Business Continuity Advisor Major Projects Director any other staff member with significantly similar position titles established in the future.	2.1.1 Any potential discloser who intends to make a protected disclosure should, in the first instance, contact one or more of the following appropriate council officers as set out in section 5.4 of the policy: • any general manager; • chief financial officer; • manager: democracy services; • manager: human resources; • manager: legal & risk; • team leader: risk; • team leader: legal; • team leader: HR business partners; • HR business partner; • risk advisor; or • any other staff member with significantly similar position titles established in the future.
Gambling Venues Policy	Manager: Environmental Regulation	Manager: Compliance Services	The Manager: Environmental Regulation is responsible for providing advice, support and the implementation of this policy.
Landslides Policy		The chief executive or his/her nominee has delegated authority for the implementation of this policy.	<i>No delegations identified</i>
Large Water Users Policy	Team Leader: Water Services	Manager: Water Services	The following officers, and all officers in a direct line of authority above them, including the General Manager of their division, are delegated the authority to make decisions as to whether and how this policy applies. Team Leader: Water Services; Any officer who performs or exercises the same or substantially similar role or function as to the officer above, whatever the name or his or her position.
Tauranga Museum Collection Policy	Group Manager City Directions	General Manager: Regulatory & Community Services	The Museum Director will recommend to the Group Manager City Directions all disposals and significant individual acquisition purchases (over \$5000).
Rates Postponement Policy	Team Leader: Revenue Services	Senior Rating Specialist	The following officers, and all officers in a direct line of authority above them, including the General Manager of their division, are delegated the authority to make decisions as to whether and how this policy applies (and therefore rates are postponed), including the exercise of any Council discretion provided for in the policy, and to sign on behalf of Council the postponement agreements. Team Leader: Revenue Services. Any officer who performs or exercises the same or substantially similar role or function as to the officer above, whatever the name or their position.
Rates Remission Policy	Team Leader: Revenue Manager: Transactional Services	Senior Rating Specialist Manager: Rating Policy & Revenue	5.4.2 The Team Leader: Revenue Services may remit rates penalties for reasons other than those specified up to \$1,000 on any one rating unit. Applications to remit penalties on any one rating unit over \$1,000 for reasons other than those specified above are to be decided upon by the Manager: Transactional Services.
Rates Remission Policy	Manager: Transactional Services	Manager: Rating Policy & Revenue	5.6.3 Remission is limited to the period where the leak was identified and fixed and the last invoice. Remission for any particular property will generally be granted only once every year. Where a remission for a water leak has been granted to a property under this policy within the last year, the remission decision is to be made by the Manager: Transactional Services.
Rates Remission Policy	Manager: Transactional Services	Manager: Rating Policy & Revenue	5.12.1 Rates may be fully or partially remitted where the Manager: Transactional Services considers that the characteristics of land use, location or special circumstances warrant a remission.
Rates Remission Policy	Manager: Transactional Services Team Leader: Revenue	Manager: Rating Policy & Revenue Senior Rating Specialist <i>And also include section 5.4.2 in the bracket before 5.6.3 and 5.12.1</i>	With the exceptions of decisions required to be specifically made by Council (section 5.8)) or that which is specifically delegated to the Manager: Transactional Services (sections 5.6.3 and 5.12.1), the Team Leader: Revenue, and all officers in a direct line of authority above them, including the general manager of their division, are delegated the authority to make decisions as to whether and how this policy applies, including the exercise of any Council discretion provided for in the policy, and to sign on behalf of the general manager. Team Leader: Revenue Any officer who performs or exercise the same or substantially similar role or function as to the officer above, whatever the name of his or her position.

Remission and Postponement of Rates on Māori Freehold Land Policy	Manager: Transaction Services	Manager: Rating Policy & Revenue	The following officer, and all of the officers in a direct line of authority above them, including the General Manager of their division, are delegated the authority to make decisions as to whether and how this policy applies (and therefore rates are postponed or remitted), including the exercise of any Council discretion provided for in the policy, and to sign on behalf of Council the postponement agreements. Manager: Transaction Services Revenue Collections and Māori Land Specialist Any officer who performs or exercises the same or substantially similar role or function as to the officers above, whatever the name or their position.
Street Use Policy	The Group Manager: Infrastructure	General Manager: Operations & Infrastructure	5.1. The use of the street for private plantings is permitted under the conditions and criteria set out in Schedule One. The Group Manager: Infrastructure ¹ is authorised to exercise discretion in waiving criteria and conditions where, in their professional opinion, such waiver is appropriate. (1 Or any equivalent future role.)
Street Use Policy	The Group Manager: Infrastructure	General Manager: Operations & Infrastructure	5.2. Converting the street into parking is discretionary and requires the permission of the Group Manager: Infrastructure and considering the conditions outlined in Schedule Two.
Street Use Policy	The Group Manager: Infrastructure	General Manager: Operations & Infrastructure	7.5. Balconies under 7.3 (2) require approval from the Group Manager: Infrastructure ² and must have a licence to occupy. There is no fees for balconies meeting the criteria set out under 7.3 (2). (2 Or any equivalent future role.)
Street Use Policy	The Group Manager: Infrastructure	General Manager: Operations & Infrastructure	Schedule One: 1. The Group Manager: Infrastructure has provided a letter of permission ⁴ . 2. A sketch plan of the area to be planted showing all underground and overhead services with a detailed plant list naming those plant species to be used is to be submitted for approval to the Group Manager: Infrastructure ⁵ prior to any on site work.
Street Use Policy	The Group Manager: Infrastructure	General Manager: Operations & Infrastructure	Schedule Two: Conditions for converting streets into parking Converting streets into parking is at the discretion of the Group Manager: Infrastructure considering the conditions and criteria set out in this schedule. The Group Manager: Infrastructure is authorised to exercise discretion in waiving criteria and conditions where, in their professional opinion, such waiver is appropriate. The conditions and criteria to be considered include: 1. Road berms that are currently planted in grass can be converted to angle or parallel parking (the parking area), paved where possible with "gobi blocks" or similar permeable surfacing in any of the following situations, subject to specific designs being approved by the Group Manager: Infrastructure.
Treasury Policy	CFO/Chief Financial Officer	Chief Operating and Financial Officer	<i>Multiple times throughout the document</i>
Treasury Policy	Treasury Manager	Manager: Treasury and Financial Processes	<i>Multiple times throughout the document</i>
Treasury Policy	Finance Manager	Head of Finance	<i>Multiple times throughout the document</i>
Treasury Policy	Treasurer	Manager: Treasury and Financial Processes	<i>Multiple times throughout the document</i>
Water Meter Policy	Team Leader: Water Revenue Services Team Leader: Water Services	Team Leader: Water Revenue and Metering Operations Manager: Water Services	The following officers, and all officers in a direct line of authority above them, including the General Manager of their division, are delegated the authority to make decisions as to whether and how this policy applies. Team Leader: Water Revenue Services Any officer who performs or exercises the same or substantially similar role or function as to the officer above, whatever the name or his or her position. Team Leader: Water Services Any officer who performs or exercises the same or substantially similar role or function as to the officer above, whatever the name or his or her position.
The following policies have been identified as having roles that need updating. However they are already under review and so these role updates will be completed in due course as part of that full review.			
Policy Title	Current Role mentioned	Proposed role to replace current role	Full Text where the role appears
External Representatives' Remuneration Policy	Manager: Democracy Services	Team Leader: Governance and CCO Support Services	The Manager: Democracy Services is responsible for providing advice, support and the implementation of this policy.
Libraries Level of Service Policy	Manager: Libraries	Manager: Libraries & Community Hubs	5.3 Accessibility of the Libraries Network... If additional funding is not required this will occur at the discretion of the Manager: Libraries.
Public Toilet Location Level of Service Policy	Group Manager: City Services	General Manager: Operations & Infrastructure	The implementation of this policy is delegated to the Group Manager: City Services.
Use of Council Land Policy	Manager: Spaces & Places Operations	Manager: Spaces & Places Assets & Environment	7.9, 7.10, 13.1 * Or any equivalent role in future.

9.6 City Future Committee Work Programme - November 2025 to June 2026

File Number: A18837279

Author: Josh Logan, Team Leader: Policy & Corporate Planning
Carl Lucca, Team Leader: Structure Planning

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

PURPOSE OF THE REPORT

1. The purpose of this report is to provide an update on and seek endorsement of the City Future Committee Work Programme – November 2025 to June 2026.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "City Future Committee Work Programme - November 2025 to June 2026".
- (b) Endorses that the following policy reviews be put on hold at this time for reasons outlined in Table 1, Option B:
 - (i) Large Water Users Policy 2019
 - (ii) Water Meters Policy 2019
 - (iii) Airport Bylaw 2016
- (c) Endorses the Committee's Proposed Work Programme, and notes that the programme will continue be updated on an ongoing basis and reported to this Committee.

EXECUTIVE SUMMARY

2. The City Future Committee was established by Council on 10 December 2024. The approved Terms of Reference determine the scope and role of the Committee.
3. The proposed work programme for the Committee over the next eight months is outlined in Attachments one to three.
4. The attached work programme includes reporting relating to the following key areas of Council:
 - (a) City Planning and Growth (Attachment A)
 - (b) Infrastructure, including transport, 3-waters, waste and sustainability (Attachment A)
 - (c) Council's policy programme (noting that some specific policies go to Audit & Risk and the full bylaw programme to Council). (Attachment B)
5. For context, the attachment also includes a table outlining reporting to full Council and other committees, that inter-relates to the City Future Committee work programme, e.g., approval of City Plan changes under the Resource Management Act, together with various policy and bylaws not covered by the City Future Committee.
6. The proposed City Future Committee work programme will continually be updated and discussed with the Chair and Deputy Chair of the Committee on an ongoing basis. It is expected that it will be reported on a six-monthly basis to the Committee.

STRATEGIC ALIGNMENT

7. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	✓

8. Collectively, the matters considered by the City Future Committee will contribute to all the Strategic Community Outcomes.

OPTIONS ANALYSIS

9. As part of the policy work programme (Attachment 3) it is proposed that staff put three policies on hold at this time for the reasons outlined in Table 1 below.

Table 1 – Reasons for and against continuing with the review of waters policies and the airport bylaw.

Policy	Option A: Reasons for doing the review now	Option B: Reasons against doing the review, at this time (Recommended)
Large Water Users Policy 2019 It guides allocation of water resources efficiently and sustainably and to ensure the allocation assessment for large water user applicants is transparent.	Current policy notes March 2023 as a review date, so a review is due. Waters team undertook a preliminary review of the policy in April 2024, identifying areas for consideration in a review.	The Council decision to move water services to a Water Organisation (WO) by July 2027 is likely to result in new policies being adopted by the new water services organisation. The proposed WO is likely to take a different approach to a LWUP with both urban and rural users involved and therefore the policy will need a significant overhaul for it to work in the context of a future WO. The policy revision and update will be on the items for consideration as part of the transition plan to a WO. As relatively few Large Water User applications are received annually, they can continue to be managed within the principles of the existing policy. The level of change to the policy at this time would be minor and would be outweighed by the more significant changes needed once the WO is established. The areas for consideration in a policy review that were identified in the preliminary review in April 2024 may still inform a future review of this policy.

Water Meters Policy 2019 It sets out the responsibilities for the management of water meters.	Current policy notes March 2023 as a review date, so a review is due.	Waters team have advised that changes are not necessary for this policy. The Council decision to move water services to a WO by July 2027 is likely to result in new policies being adopted by the new water services organisation.
Airport Bylaw 2016 The purpose of this Bylaw is to protect the safety of Airport users and property used in connection with the Airport.	Although there is no legal requirement for the bylaw to be reviewed it is good practice to regularly review the rules for ensure safety of airport users and property used in connection with the airport.	The current Airport Bylaw is made under the Airport Authorities Act 1966, this has now been replaced by the Civil Aviation Act 2023 (CAA). The CAA retains the ability to make bylaws and requires airports be registered by 5 April 2030, before bylaws can be made under this Act, or current bylaws can remain in force. There is no information to date on how long the registration and assessment process would take. The Ministry of Transport is leading the registration process. We therefore recommend pausing the review until more information is available.

LEGAL IMPLICATIONS / RISKS

10. There are no legal or risk matters associated with this report.

TE AO MĀORI APPROACH

11. Matters of specific relevance to Mana Whenua are included in the work programme, and over time additional matters of relevance will be added. Individual matters on the work programme that have a Te Ao Māori impact will be addressed in those respective reports. Council staff have presented to the Rangapu on the draft Work Programme (28 August 2025), and this provided Rangapu members an opportunity to provide a view on those matters which they have an interest in being involved in.

CLIMATE IMPACT

12. Matters with a climate impact are included in the work programme, and over time additional matters will be added. Individual matters on the work programme that have a climate impact will be addressed in those respective reports.

CONSULTATION / ENGAGEMENT

13. It is not proposed that consultation be undertaken on the work programme itself. Matters will be identified for inclusion in the work programme through a range of sources including connection with the community. Individual matters on the work programme will require consultation / engagement, and that will be addressed in those respective reports.

SIGNIFICANCE

14. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal

or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.

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

ENGAGEMENT

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

NEXT STEPS

18. The Committee's forward work programme will continue to evolve and be updated over time.

ATTACHMENTS

1. **Attachment A: City Future Committee 2025-2026 Reporting Programme - A18848189**  [↓](#)
2. **Attachment B: Policy and Bylaw - Work Plan - For CFC - A18889108**  [↓](#)

Attachment A: City Future Committee Reporting Programme October 2025 to September 2026 – City Planning and Growth, Climate & Resilience, and InfrastructureCity Planning and Growth, Climate & Resilience

Authorising General Manager: Christine Jones, GM: Strategy, Growth & Governance

Topic	Project name	Priority	Oct-Dec 25 Reporting	Jan-March 26 Reporting	April-June 26 Reporting	Brief project description
City Planning and Growth	Quarterly reporting	High	Quarterly update	Quarterly update	Quarterly update	Reporting progress on key projects relating to managing growth in a sustainable manner, including land use planning projects and related transport, infrastructure and funding workstreams.
City Planning and Growth	Resource Management (RM) Reforms	High		Submissions on two new Bills for RM reforms for endorsement		The Government announced in March that it plans to replace the RMA with a Planning Act and Natural Environment Act. It aims to introduce Bills in Parliament in late 2025 and pass these into law in mid-2026.
City Planning and Growth	Commercial Centres Strategy	High	<i>Updates to be provided through Quarterly update with reporting to be confirmed as project progresses.</i>			The Commercial Centres Strategy is a key action of the SmartGrowth Strategy 2024-2074, being delivered by TCC and Western Bay of Plenty District Council.
Greenfields Planning	Te Tumu Urban Growth Area	High	Zoning plan change pathways options report	Project update, including infrastructure and planning next steps (subject to October reporting outcomes)		Te Tumu is an Urban Growth Area (UGA) identified in the SmartGrowth Strategy 2025. At approximately 740 hectares, this growth area has the potential to deliver 6,500+ new homes, complemented by resilient infrastructure, transport links, community facilities, and public space.
Greenfields Planning	Keenan Road Urban Growth Area	High		Development feasibility, transport, infrastructure and planning, included recommended next steps		The Keenan Road area is located south of The Lakes. It is identified for residential development in the order of 2,500-3,000 homes (subject to further assessment being undertaken as part of the development of the Structure Plan for the growth area).
Greenfields Planning	Upper Belk Road Structure Plan	High		Development feasibility, transport, infrastructure and planning, included recommended next steps in collaboration with Western Bay of Plenty District Council		The area of upper Belk Road is included as a future urban growth area in the SmartGrowth Strategy 2024-2074. The Strategy's Implementation Plan puts the planning for the urban growth area in the next 0-3 years.
Funding and Financing	Developer Agreements	High	<i>Timing of report(s) over 12-month period to be confirmed based on workstream progress.</i>			TCC is increasingly using development agreements to fund and facilitate the delivery of growth related infrastructure. Staff are currently working on development agreements for Tauriko Business Estate Stage 4, Upper Ohauti, land at the end of Rowesdale Drive, Ohauti and Waikite Road. Reporting will focus on seeing guidance on approach to key risks and/or matters which have not been able to be resolved through negotiation in relation to various agreements.
Funding and Financing	Growth funding reform	High		Submission to Development Levy Bill		The Government has announced that it will reform existing growth funding tools (including development contributions). While some information has been released the detail is not yet available. Timing will be dependent on when the government releases the detail and seeks feedback.
Funding and Financing	Development Contributions	High	Report to Council on proposed updates to 2026/27 Development Contributions Policy			
Strategic Transport Planning	Time of Use Charging Legislation Bill	High		Information Report about new legislation when passed.		In early March 2025 the Land Transport Management (Time of Use Charging) Amendment Bill passed the first reading. The Bill will be referred to the Transport and Infrastructure Committee where the public will have an opportunity to make submissions. The Government intends to pass the legislation before the end of 2025, following which schemes will need to be developed by a partnership between local authorities in a region and NZTA, but led by NZTA.
Strategic Transport Planning	Ohauti Transport Planning study				Information Report	An in-house study was requested by Councillors, investigating opportunities for improved roading connectivity to Ohauti.
Research & Analytics	Tauranga Industrial Land Survey	Low	Information Report			The industrial land survey monitors the status of industrial zoned land in Tauranga City, including land occupancy, uptake rates, employee and business unit numbers, and land or buildings for sale and/or lease at time of survey.
Research & Analytics	SmartGrowth Development Trends Report	Low		Information Report		The report contains subdivision, residential and non-residential development and population trends in Tauranga City and Western Bay of Plenty District, and includes longer term trends for selected indicators.

Topic	Project name	Priority	Oct-Dec 25 Reporting	Jan-March 26 Reporting	April-June 26 Reporting	Brief project description
Research & Analytics	Growth Projections and Allocation Review	Low			Information Report	Update of the dwelling and population projections and their allocation across Tauranga City. The allocation will be used as base assumptions for a range of infrastructure modelling and planning projects, development contributions, the Long-Term Plan and 30 year Infrastructure Strategy.
Climate & Resilience	Climate change adaptation and resilience work programme	High		Update on national adaptation framework (pending Government release) and proposed next steps for TCC		Update on city-wide climate change risk assessment and infrastructure resilience programme to facilitate the city’s response to natural hazards and climate risks.

Infrastructure (Transport, 3-Waters, Waste)

Authorising General Manager (at time of writing): Nic Johansson, GM: Infrastructure

Topic	Project name	Priority	Oct-Dec 25 Reporting	Jan-March 26 Reporting	April-June 26 Reporting	Brief project description
Transport	Major Transport Projects Update	High	Quarterly update	Quarterly update	Quarterly update	Report progress to committee on the Transport Major Projects including Pāpāmoa East Interchange, SH29 Tauriko Enabling Works, Fifteenth Avenue to Welcome Bay, Cameron Road Stage 2 and Connecting Mount Maunganui.
Transport	Cameron Road Stage 2	Med			Post Community Engagement on Concept design for progression of project	Report progress on Cameron Road Stage 2 project. The next report will be post the community engagement process (scheduled for early 2026). However, progression of the project is subject to the IAF funding confirmation from NIFF in Oct/Nov ’25
Transport	Connecting Mount Manganui	Med	Project update on Detailed Business Case			Report progress on Connecting Mount Manganui project. There is a bespoke project update report due for Connecting Mount Manganui which is currently booked in for 25 th Nov ’25.
Waters	City Waters Strategic Planning	High	Quarterly update			Reporting progress on key projects relating to water supply, wastewater and stormwater planning.
Waters	Water Take re consenting	Med		Project Update		Report to inform committee about the re consenting of TCC’s existing water takes.
Waters	Western Corridor Wastewater and Water supply Servicing Strategy	High		Report on initial findings and next steps		The Western Corridor Wastewater and Water supply Strategies outline how the new growth areas, including Tauriko West, Lower and Upper Belk, Keenan, Merrick and Joyce can be serviced. This report is to inform the committee about the western corridor servicing strategies, its initial findings after an update of population numbers and next steps.
Waters	Eastern Corridor Wastewater Servicing Update	High			Update on alternative servicing strategy (Te Tumu)	Report findings on Te Tumu alternative wastewater servicing assessment.
Waters	Waimapu Catchment Management Plan	Low		Project update		Report on Waimapu catchment management plan, which was led by Ngati Ruahine and delivered with MfE funding.

Related reporting to Full Council and other committees, for information

Authorising General Manager – dependent on topic

Topic	Project name	Priority	Oct-Dec 25 Reporting	Jan-March 26 Reporting	April-June 26 Reporting	Brief project description
Waste	Waste Infrastructure Network Programme	High			Present options assessments for Eastern and Western Corridors, with costs, risks, and feasibility, plus early Resource Recovery & Safe Disposal analysis – Full Council	The Waste Infrastructure Network (WIN) Programme is a strategic initiative to assess, plan, and implement Tauranga’s future waste infrastructure, including transfer stations, resource recovery, and safe disposal facilities. Aiming to seek Council endorsement in July-Sept 2026 period of preferred Eastern and Western Corridor options.
Greenfields Planning	Te Tumu Urban Growth Area	High		Compensation agreement for access rights across the TK14 Block, development feasibility and		Te Tumu is an Urban Growth Area (UGA) identified in the SmartGrowth Strategy 2025. In December 2023 Council reconfirmed the importance of enabling urban development in this

				confirming next steps towards zoning – Full Council		UGA and that all necessary work be prioritised to support the rezoning of this area to allow for a proposed plan change in early 2026.
TCC land	Papamoa East interchange surplus land	High		Consideration of options for use of surplus land		TCC owns a significant amount of surplus development land around the Papamoa East Interchange. The land is zoned for employment / business outcomes, but has potential for TCC activities (eg aquatic centre) or for housing. Initial feasibility work has been undertaken and further reporting to Council is planned for early 2025 for decision-making on land use options and TCC's role in development of the land.
Funding and Financing	Development Contributions Policy	High	Identification of work programme and likely amendments to Development Contributions Policy 2026/27 including impact of growth funding reform – Full Council	Adoption of draft Development Contributions Policy 2026/27 – Full Council		The Development Contributions Policy is updated annually to reflect changes in capital expenditure budgets, project timing and various assumptions that underpin TCC's planning.
Transport	Fifteenth Avenue to Welcome Bay	High	ECI Contract Award Update Report – City Delivery Committee			Procurement for the design and construction phase of the project will take place over the coming months with seismic investigations of Hairini Bridge anticipated to start early 2026 with detailed design of the road corridor anticipated to start early 2026.
Strategic Growth Planning	Spatial Plans and Urban Design AIP	Med			AIP and LTP Action Tracking – City Delivery Committee	Three Spatial Plans have been prepared for Te Papa, Mount to Arataki, and Otumoetai peninsula, respectively. Along with the Urban Design AIP the spatial plans form part of the wider suite of endorsed action and investment plans for the Council, assisting to guide planning, investment and wider community outcomes.

Attachment 3: Proposed work programme 2025/26 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

(Note that for all projects, consultation, hearings and deliberations have been shown in the schedule. We will seek direction from Council or the appropriate Committee on whether consultation is required, and the form of any consultation, as each project occurs.)

Title and decision-making body	October-December 2025	January-March 2026	April-June 2026	Priority	Comments	Authorising GM
Vegetation and Tree Management Policy 2014 review City Future Committee	Consider issues and options	Seek approval for community consultation on draft policy	Consultation, Hearings, Deliberations, Adoption	Medium	<u>A reviewed policy would align with recent strategic and planning decisions</u> The policy is 10 years old and out of date. It refers to documents that have been revoked and does not reflect the Tauranga Taurikura Environment Strategy, the Climate Action and Investment Plan nor the Nature and Biodiversity Action and Investment plan. A review is required to ensure the policy aligns with the current framework and reflects community feedback on the environment.	GM, Operations and Infrastructure
Risk Management Policy review Audit and Risk Committee	Adoption			High	<u>The committee's oversight is consistent with the ToR</u> The policy aims to ensure council undertakes effective risk and opportunity management. The review is timed to allow the establishment of the Audit and Risk committee, so that it can have input to the policy. The committee's ToR notes it is responsible for reviewing, approving and monitoring the implementation of this policy. This policy and the following three have moderate to low public interest as they do not affect the wider community and relate more to internal practices to ensure integrity. As there have not been any significant breaches of integrity there is not an urgent need to try to re-establish public trust and confidence. Therefore, no external consultation is being recommended.	Chief Operating and Financial Officer
Business Continuity Policy review Audit and Risk Committee	Adoption			Med	<u>The committee's oversight is consistent with the ToR</u> The Business Continuity policy is a new policy being developed to ensure council undertakes effective business continuity in alignment with the required standards. The Risk Management Policy references the council's commitment to business continuity.	Chief Operating and Financial Officer
Conflict of Interest Policy review Audit and Risk Committee	Offer advice			High	<u>The committee's oversight is consistent with the ToR</u> The policy is being reviewed to align with a new Enterprise Risk Management System The committee's ToR notes it is responsible for reviewing and providing advice on policies relevant to its role including, but not limited to, policies addressing fraud, protected disclosures, and conflicts of interest.	Chief Operating and Financial Officer
Privacy Policy to be developed Audit & Risk Committee	Offer advice			High	<u>The committee's oversight is consistent with the ToR</u> The committee's ToR notes it is responsible for reviewing and providing advice on policies relevant to its role including, but not limited to, policies addressing fraud, protected disclosures, and conflicts of interest.	Chief Operating and Financial Officer

Attachment 3: Proposed work programme 2025/26 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

Title and decision-making body	October-December 2025	January-March 2026	April-June 2026	Priority	Comments	Authorising GM
					The Privacy Policy is a new policy being developed because council only has a Privacy Breach Management Procedure. A policy will provide clearer guidance as to how we are complying with the Privacy Act.	
Airport Bylaw 2016 review Council				Recommended to be put on hold until registration is complete.	<u>A reviewed bylaw would better reflect the legislative settings</u> The current Airport Bylaw is made under the Airport Authorities Act 1966 (the AA Act). The Civil Aviation Act 2023 (the CA Act) replaces the AA Act. It includes a registration system for airports requiring them to comply with relevant airport operator obligations. The Civil Aviation Act 2023 retains the ability to make bylaws but changes the way they are made. The Civil Aviation Act also requires airports be registered by 5 April 2030, before bylaws can be made under this Act, or current bylaws can remain in force. There is no information to date on how long the registration and assessment process would take. The Ministry of Transport is leading the registration process. We therefore recommend pausing the review until more information is available.	Chief Operating and Financial Officer
Stormwater (Pollution Prevention) Bylaw 2015 review Council	Consider issues and draft bylaw, seek approval to consult. Possible Consultation	Possible Consultation Hearings, Deliberations, Adoption		High	<u>A review of the bylaw is statutorily required prior to August 2027.</u> This bylaw is to protect the public stormwater network from pollution and damage, ensure that the stormwater network complies with our resource consents, and prevent the misuse of public stormwater network.	GM, Operations and Infrastructure
Trade Waste Bylaw 2019 review Council	Consider issues and draft bylaw, seek approval to consult Possible Consultation	Possible Consultation Hearings, Deliberations, Adoption		High	<u>A review of the bylaw is statutorily required prior to August 2027.</u> This bylaw protects people and the environment from harmful substances being put into the wastewater system, ensures that the stormwater network complies with our resource consents, and protects the wastewater system from damage, misuse and interference.	GM, Operations and Infrastructure
Large Water Users Policy 2019 review City Future Committee				Recommended to be put on hold	<u>A reviewed policy would ensure the council's direction is current and appropriate ahead of any change in structure for the waters' activities.</u> Policy notes the review date as March 2023. It guides the allocation of water resources efficiently and sustainably and to ensure the allocation assessment for large water user applicants is transparent.	GM, Operations and Infrastructure
Water Meters Policy 2019 review City Future Committee				Recommended to be put on hold	<u>A reviewed policy would ensure the council's direction is current and appropriate ahead of any change in structure for the waters' activities.</u> Policy notes the review date as March 2023. It sets out the responsibilities for the management of all water meters connected to Tauranga's water supply.	GM, Operations and Infrastructure
Commercial Activities in Council Facilities Policy 2011 review	Consider issues and options with			High	<u>Amalgamation of two policies would provide more coherent guidance</u> The policy developed in 2011 outlines what council will take into consideration when deciding whether it will be involved in providing a commercial activity in a council	GM, Operations and Infrastructure

Attachment 3: Proposed work programme 2025/26 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

Title and decision-making body	October-December 2025	January-March 2026	April-June 2026	Priority	Comments	Authorising GM
City Future Committee	recommendation to rescind.				facility, and whether council or a Council Controlled Organisation will operate it. Council no longer provides commercial activities as Bay Venues Ltd has since been established. Bay Venues Ltd also have their own Local Competition Policy. Council's policy is therefore no longer needed.	
Use of Council Land Policy 2022 City Future Committee	Consider issues and options. Consider draft policy and seek approval to consult	Consultation, Hearings, Deliberations, Adoption		High	<u>Amalgamation of two policies would provide more coherent guidance</u> The 2022 policy is a result of the merger of eight council policies in order to provide a more simple, fair and consistent decision-making framework for how Council land is to be used. When the policy was adopted, it was anticipated that a three-year review would be undertaken to assess how the policy is working and identify any issues to ensure that it is fit for purpose.	GM, Operations and Infrastructure
Street Use and Public Places Bylaw 2018 review Council	Consider draft policy and seek approval for consultation	Consultation, Hearings, Deliberations, Adoption		High	<u>To consider LTO's for the use of the footpath as directed by Council 24 March 2025,</u> Council resolved to review the bylaw to consider Licence to Occupy for street dining. A review is legally required by 2028, so it is efficient for a full review to be carried out at the same time.	Sarah Omundsen, Regulatory & Community Services
Open Space Levels of Service Policy 2022 review City Future Committee	Consider issues and options	Consider draft policy and seek approval to consult	Consultation, Hearings, Deliberations, Adoption	High	<u>Amalgamation of three Level of Service policies would provide more coherent guidance</u> This policy, the Active Reserves Levels of Service Policy, and the Public Toilet Location Levels of Service Policy could be amalgamated. These policies help guide the open spaces council provides and the activities and facilities on offers in these spaces (eg, play spaces, shade, seating, trees and vegetation, sportsfields). It also informs what developers need to provide to council as open space as part of subdivision. Te Rangapū had an initial workshop on the review in April.	GM, Operations and Infrastructure
Active Reserves Levels of Service Policy 2012 review City Future Committee	Consider issues and options	Consider draft policy and seek approval to consult	Consultation, Hearings, Deliberations, Adoption	High	See above	GM, Operations and Infrastructure
Public Toilet Location Levels of Service Policy 2011 review City Future Committee	Consider issues and options	Consider draft policy and seek approval to consult	Consultation, Hearings, Deliberations, Adoption	High	Policy could be amalgamated with the two above	GM, Operations and Infrastructure
Dog Management Policy 2018 City Future Committee	Consider issues and options	Consider draft policy, seek approval to consult	Consultation, Hearings, Deliberations, Adoption	High	<u>A review will set the strategic direction for the Dog Management Bylaw</u> This policy complements the Dog Management Bylaw 2018 and covers topics such as dogs in public places, dog safe communities, responsible dog ownership, and dog registration. The review was an action out of the Nature and Biodiversity Action and Investment Plan to consider how to better protect wildlife from dogs.	Sarah Omundsen, Regulatory & Community Services

Attachment 3: Proposed work programme 2025/26 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

Title and decision-making body	October-December 2025	January-March 2026	April-June 2026	Priority	Comments	Authorising GM
Dog Management Bylaw 2018 Council	Consider issues and options	Consider draft policy, seek approval to consult	Consultation, Hearings, Deliberations, Adoption	High	<u>A review of the bylaw is statutorily required.</u> This bylaw covers the management of dogs in Tauranga. It covers topics such as leash control, dog prohibited areas, temporary dog prohibited areas, accommodation, limit on number of dogs, dog fouling, dogs in season, impounding, menacing dogs and fees. The review was an action out of the Nature and Biodiversity Action and Investment Plan to consider how to better protect wildlife from dogs.	Sarah Omundsen, Regulatory & Community Services
Keeping of Animals Bylaw 2018 Council	Consider issues and options	Consider draft policy, seek approval to consult	Consultation, Hearings, Deliberations, Adoption	High	<u>A review of the bylaw is statutorily required.</u> This bylaw regulates the keeping of animals and poultry in a manner which has minimal impact on, or causes minimal nuisance to, the wider community and in the appropriate zones. The bylaw includes information on keeping pigs, goats, bees, poultry, cattle, horses, deer, asses, mules, sheep, alpaca and llama.	Sarah Omundsen, Regulatory & Community Services
Volunteer Community Participation Policy 2012 review City Future Committee			Consider issues and options	Low	<u>A reviewed policy would reflect current thinking about volunteering.</u> This policy developed in 2012 provides direction for how volunteers assist Council and the community to achieve positive outcomes and a consistent approach.	Chief Operating and Financial Officer
Library Archives Policy 2020 City Future Committee		Consider issues and options and draft policy, seek approval to consult,	Consultation, Hearings, Deliberations, Adoption	Medium	<u>An updated policy would reflect the current operating environment for libraries</u> This policy defines the professional and institutional standards for how Tauranga City Libraries acquire, preserve and make available to the public, analogue and digital archive materials.	Sarah Omundsen, Regulatory & Community Services
Referenda Policy 2005 review City Future Committee		Consider issues and options and seek direction		Medium	<u>A review would identify whether the policy is still required</u> This policy sets out when non-statutory referenda will be approved by Council, and to clarify the circumstances under which a referendum may be held and to ensure that Council's referenda processes comply with statutory requirements. However, it is now questioned whether the policy is still relevant and therefore needed. Very few councils have a referenda policy because direction is provided by the Local Electoral Act 2001. S	Christine Jones, Strategy, Partnerships, and Growth
Elections Signs Policy 2019 review City Future Committee		Consider issues and options and draft policy, seek approval to consult		Medium	<u>A review would clarify the rules for election signs in Tauranga</u> This policy includes content now in the Local Elections policy is covered by other means and clarification on the rules for election signs is needed. Greater efficiency and flexibility are required to respond to changing road layouts and traffic conditions and associated safety considerations. At an agenda briefing on 4 December 2023 for the SFRC meeting staff were instructed to stop the review and recommence with the incoming Council.	Sarah Omundsen, Regulatory & Community Services
Coastal Structures Policy 2020		Issues and Options		Medium	<u>A review of the policy is scheduled</u>	GM, Operations and Infrastructure

Attachment 3: Proposed work programme 2025/26 for the review and development of policies and bylaws (City Future Committee, Audit and Risk, Council)

Title and decision-making body	October-December 2025	January-March 2026	April-June 2026	Priority	Comments	Authorising GM
City Future Committee					The policy guides council approach to the installation, maintenance or removal of council owned coastal structures. This includes structures that protect from coastal effects for example sea walls, and groynes and those for recreational purposes. The last policy review indicated a three-year review would be appropriate. The review was paused due to the ongoing response to the Auckland Anniversary weather events.	
Māori Roadways Policy 1993 City Future Committee	Engagement with Te Rangapū subcommittee or policy committee on procedure	Consider revoking policy and adopting procedure.		Medium	<u>A review would identify whether the policy is still required</u> The current Māori Roadway Policy from 1993 is no longer fit for purpose. Feedback from Te Rangapū suggests that a procedure may be more appropriate. Consider developing a procedure and supporting material to replace the policy.	GM, Operations and Infrastructure
Prioritising Use of Indoor Facilities Policy 2011 City Future Committee	Consider issues and options with recommendation to rescind.			High	<u>The policy was developed to address the issue of booking conflicts in council's network of community facilities – indoor sports facilities, community halls and centres, and Baycourt.</u> A review of the policy was signalled as an action in the Community Centres Action and Investment Plan 2023. Almost all the indoor community facilities are now operated by Bay Venues Ltd who have their own process for managing booking conflicts and are developing their own policy with input from relevant council staff. Booking conflicts are not an issue for the remaining community facilities operated by Tauranga City Council.	Sarah Omundsen, Regulatory & Community Services

9.7 Status Update on actions from prior City Future Committee meetings

File Number: A18935453

Author: Anahera Dinsdale, Governance Advisor

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

PURPOSE OF THE REPORT

1. This report provides a status update on actions requested during previous City Future Committee meetings.

RECOMMENDATIONS

That the City Future Committee:

- (a) Receives the report "Status Update on actions from prior City Future Committee meetings".

BACKGROUND

2. This is a recurring report provided to every City Future Committee meeting. The next report will be to the 25 November 2025 meeting.
3. The attached update includes all open actions and actions completed since the last report on 12 August 2025.
4. Once reported, completed actions are archived and made available in the Stellar library¹³.

DISCUSSION

5. The action status update report for the City Future Committee as at 6 October 2025 is provided as **Attachment 1** to this report, and is summarised in the table below.

Status of actions	No. actions
Closed (completed since the last report)	8
In progress	4
Pending (waiting on something)	1
To be actioned	0
Total actions included in this report	13

ATTACHMENTS

1. **Actions from City Future Committee - as at 6 October 2025 - A19029231**  

¹³ Stellar pathway: Council & Committees → City Future Committee → 2025 → Actions Requested by City Future Committee meetings.

City Future Committee				Actions status update as at: 6 October 2025			
Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update (incl anticipated / actual completion date)	Status Summary	Date Closed	GM / CE Responsible
12 Aug 2025	9.2	Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - August 2025	Staff to report back to the Committee on the Tauranga and Western Bay of Plenty Transport Committee and Council the connection between Transport Strategy Projects and the New Zealand Transport Association Arterial routes projects.	Councillors sent email update re strategic studies and will present and answer questions at the next Joint Transport meeting in October 2025.	Closed	26 Aug 2025	Nic Johansson
12 Aug 2025	9.2	Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - August 2025	Staff to provide the Committee with information that includes the minimum, medium and maximum average costs for the new dwellings typologies.	Information provided to elected members in email from Christine Jones.	Closed	22 Aug 2025	Christine Jones
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to the Committee on the resilience of the wastewater system if delivered.	An assessment for alternative wastewater servicing options for Te Tumu is currently in scoping, expected to commence work early October 2025. It will consider the resilience of a developer-delivered onsite treatment plant within Te Tumu. This assessment will also consider the resilience of the existing TCC wastewater network if Te Tumu flows (and hence large scale upgrades) are excluded from the system. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026).	In progress		Nic Johansson
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to report back to the Committee on the impact costs if delivered in an alternative way.	An assessment for alternative wastewater servicing options for Te Tumu is currently in scoping, expected to commence work early October 2025. It will consider the developer costs of a developer designed, constructed and operated onsite treatment plant within Te Tumu, plus costs of larger-scale treatment plants that would be delivered and operated by the Water Services CCO. This assessment will also consider the costs of smaller scale upgrades required to the existing TCC wastewater network if Te Tumu flows (and hence large scale network upgrades) are excluded from the system. The potential cost impact to the Te Maunga WWTP upgrade programme will also be considered. Completion of the assessment is anticipated by 4th quarter of FY26 (i.e. March-June 2026).	In progress		Nic Johansson

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update (incl anticipated / actual completion date)	Status Summary	Date Closed	GM / CE Responsible
12 Aug 2025	9.3	Te Tumu Wastewater Servicing Options	Staff to provide the Committee with the cost breakdown for Te Tumu wastewater services and include the Development Contribution's depended on if needed to complete the project and what does not need to be included in the delivery.	Information provided to elected members in an email headed 'City Future Committee action log', sent from Nic Johansson on 6 October.	Closed	6 Oct 2025	Nic Johansson
12 Aug 2025	9.4	Waters Planning Update	Staff to provide the Committee with indicative costs for Cameron Road stormwater delivery.	The Tauranga Girls College project has been identified as a potential parallel project to be delivered in coordination with the Cameron Road Stage 2 project. This project involves construction of a new pipe to convey stormwater from Cameron Road to the gully east of the Tauranga Girls College. This will provide flood risk benefits to both Cameron Rd and properties to the north. The current base construction cost estimate for this project is \$5.2 million, but note this does not include any risk or optimism bias allowance. This project sits in the Te Papa SW Upgrade programme. There is a dedicated budget to support Stormwater Quality Treatment for Cameron Road of \$6.07 million. Other potential stormwater works for upgrades and renewals will need to be confirmed as the revised proposals for Cameron Road Stage 2 are developed.	Closed	3 Oct 2025	Nic Johansson
12 Aug 2025	9.4	Waters Planning Update	Staff to provide the Committee with the Cherrywood Shopping Centre stormwater costs and funding source (development contributions and rates funded).	The Cherrywood Shops project is currently in the very early stages of Feasibility and optioneering. This potential project was identified in the Otumoetai Stormwater Management Plan which identified a potential construction cost of \$14.2 million (this does not include any risk or optimism bias allowance). This project was initially tagged as 80% Growth / 20% LOS, but further work is required to confirm this allocation.	Closed	3 Oct 2025	Nic Johansson
12 Aug 2025	9.4	Waters Planning Update	Staff to provide the Committee with Mana whenua working group names mentioned in paragraph 13 of the report.	Information provided to elected members in an email headed 'City Future Committee action log', sent from Nic Johansson on 6 October.	Closed	6 Oct 2025	Nic Johansson

Meeting Date	Agenda Ref.	Report Name	Action Required	Status Update (incl anticipated / actual completion date)	Status Summary	Date Closed	GM / CE Responsible
17 Feb 2025	8.4	Quarterly Update - Growth, Land Use Planning and Transport Strategy Projects - February 2025	Staff to provide information on infrastructure costs for Māori development.	Memo on Papakainga housing and infrastructure matters sent to EM's as part of Council Catchup 23 May 2025. Workshop to be scheduled to discuss and then report to a Committee. Staff have been assigned to prepare information for elected members (September 2025)	In progress		Christine Jones
17 Feb 2025	8.6	2025/26 Development Contributions Policy - Growth Funding Opportunities	That a workshop be held once Central Government provides direction on the funding and financing tools.	Report with an update in the City Future 1/4ly Growth, Land Use and Transport Planning Report to 5 May 2025. Also addressed in the Government Reforms Affecting TCC report to 5 May 2025 City Futures meeting. Once further clarity on Central Government reform then a workshop can be scheduled.	Pending		Christine Jones
2024 - Vision, Planning, Growth & Environment Committee							
14 Oct 2024	9.2	Waste Infrastructure Programme Business Case development	To provide the Subregional waste infrastructure analysis. This is also to cover projections of costs including external consultants	Workshop held 11 August with Elected members. This will now move forward to a future report for Council for decision making about the future of the waste infrastructure and management of the waste streams. Report to 16 September Council meeting on broader Te Maunga site.	In progress		Christine Jones
14 Oct 2024	9.2	Waste Infrastructure Programme Business Case development	To provide the projections of waste contractor cost and actuals.	Have merged with action above - as all part of the same project. Closing off this action.	Closed	20 Aug 2025	Nic Johansson
14 Oct 2024	9.2	Waste Infrastructure Programme Business Case development	To provide costings of the development of the Business Case. Including costs for external consultants.	Have merged with action above - as all part of the same project. Closing off this action	Closed	20 Aug 2025	Nic Johansson

10 DISCUSSION OF LATE ITEMS

11 CLOSING KARAKIA