



ATTACHMENTS MINUTES

City Future Committee meeting

Tuesday, 19 May 2026

Table of Contents

10.2	Connecting Mount Maunganui - Project Update	
	Attachment 1 10.2 CMM Presentation - City Future Committee - 19 May 2026	4
10.4	City Centre Streets Project - Movement Pilot Decision	
	Attachment 1 Presentation City Centre Pilot Presentation	9
10.8	Climate and Resilience - Strategic Direction for the 2027-37 Long-Term Plan	
	Attachment 1 10.8 Presentation - Climate and Resilience in the LTP - CFC 19 May 2026	16
10.6	Coastal Structures Policy Review	
	Attachment 1 Presentation - coastal structures policy presentation	22
10.9	Open Space Provision Policy, Update on engagement and option development	
	Attachment 1 Presentation - Open Space Provision Policy Review	32



Tauranga City

Connecting Mount Maunganui

City Future Committee

19 May 2026



IBC Recommended Option & Staging Plan

5 stages to manage disruption, cost and risk



Stage 1

- SH2 Hewletts Rd managed lanes
- Te Maire Link

Stage 2

- New local road connections, primarily to provide east west connection

Stage 3

- New local road connections to provide alternative access to businesses and properties
- Bus stop upgrades

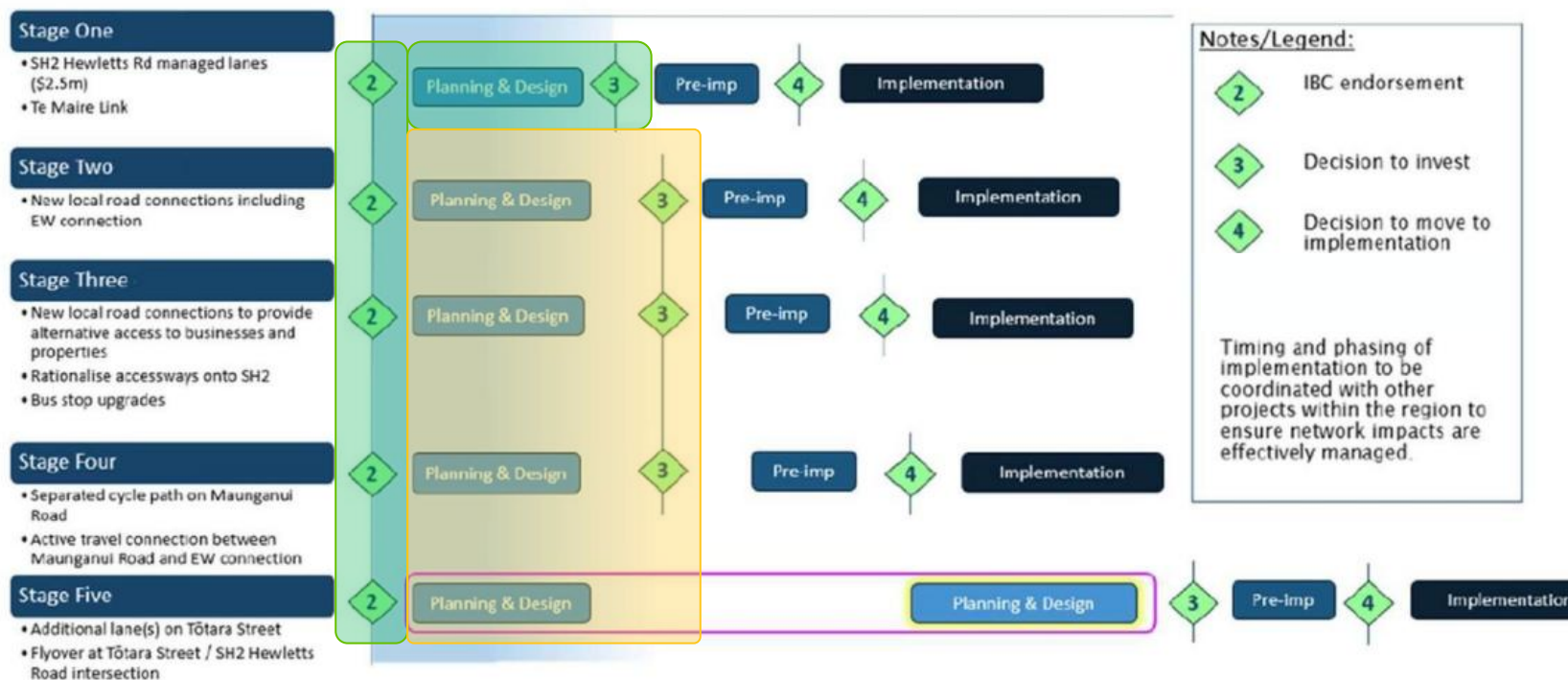
Stage 4

- Shared path on Maunganui Road
- Shared path between Tōtara St and Maunganui Rd including overpass connection between Maunganui Road and east west connection

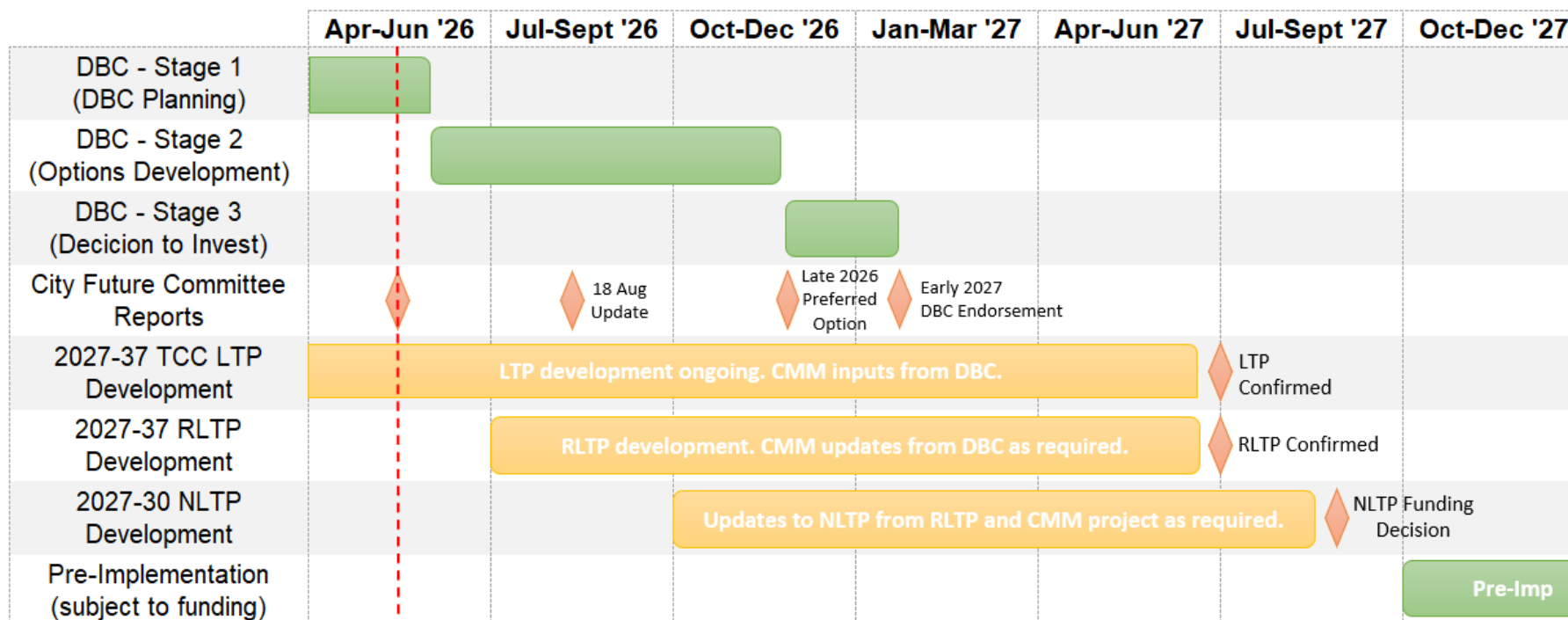
Stage 5

- Additional lane(s) on Tōtara Street
- Flyover at Tōtara Street / SH2 Hewletts Road intersection

Project Delivery Pathway



Detailed Business Case Programme





Tauranga City



07 577 7000



info@tauranga.govt.nz



tauranga.govt.nz



CITY CENTRE STREETS

Movement Pilot Decision

Purpose

To seek a decision from Council on

- whether to keep, change or remove the City Centre Movement Pilot.

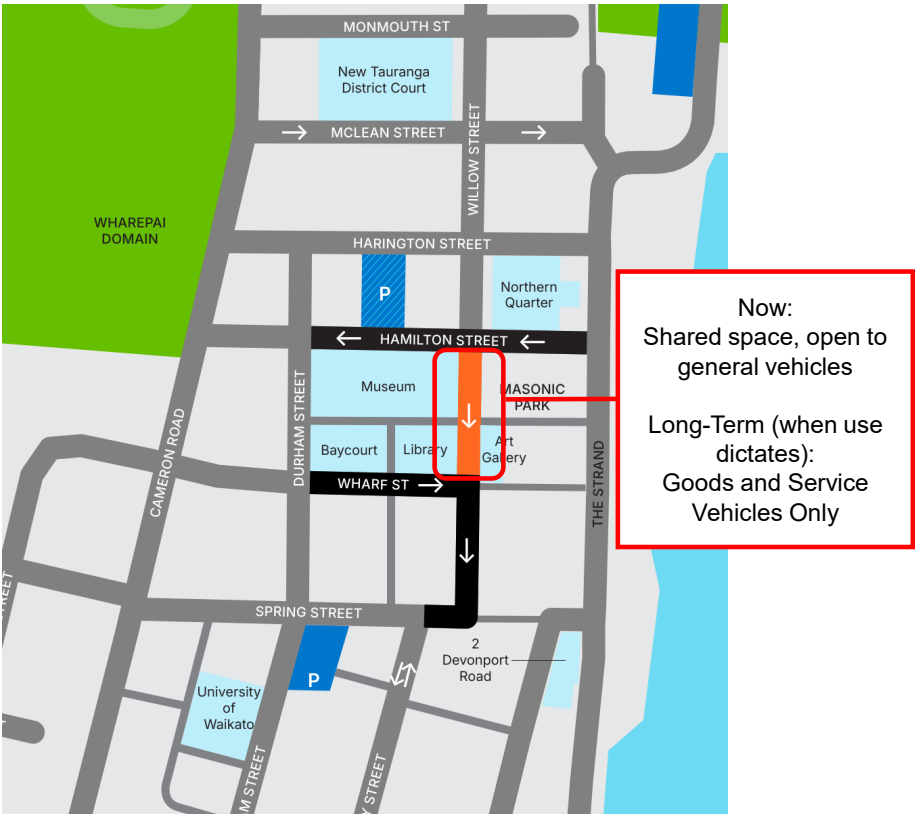
Which enables Council to

- meet the Land Transport Rule: Streets Layout 2023 which requires a decision within 2 years to: keep the Pilot, make some changes, or return to original street layouts
- inform future an investment case and implementation plan for City Centre Streetscape upgrades





Plan presented during consultation



Proposed and recommended movement framework

City Centre Movement Pilot

City Centre Action and Investment Plan → Movement and Access Framework

- Accessible networks with a walking and cycling focus - low-speed central core.
- Prioritised public transport route, including a rapid bus spine (Hamilton St).
- City centre that is a destination to travel to, with through-traffic routed around people focused spaces.
- Efficient use of the limited street space, including edge-of-centre parking and good access to our new venues like TMoTP.

Aim of the Pilot

- Test the changes that will deliver the aims of the AIP and Framework.
- Introduce temporary one-way traffic system around the city centre core area.
- Obtain data and feedback to inform long-term decisions on the Pilot changes.

Scope

- Harrington Street, Hamilton Street, Willow Street, Wharf Street, Spring Street
- The Strand, Grey Street (not supported following consultation)

Community Feedback



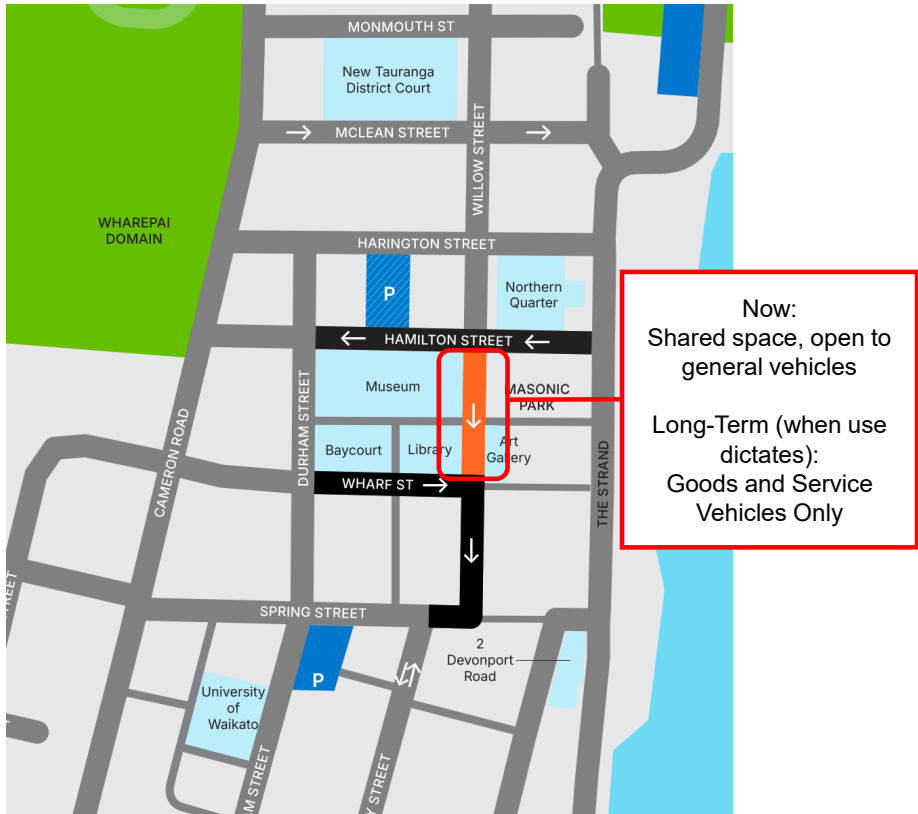
Around 1,300 responses through workshops, events and survey.

Around 60% of comments have concerns or negative views about the one-way system, reasons included:

- The amount of broader change and construction happening around the city.
- Confusion around navigating the one-way layout, especially for infrequent visitors.
- Drivers had trouble finding a carpark and reported driving around the area to look for a spot.
- Retailers were concerned about customer access (this was particularly prominent for Grey Street).
- Discussion in workshops offered added insight into these themes, with good discussion around how this supports a wider positive result for our city centre.



Current movement pilot layout



Proposed and recommended movement framework

Options

Option A – Make the one-way system permanent as piloted (*not recommended*)

- Gives certainty about the long term system and is aligned with the Action and Investment Plan
- Not supported by community or responding to lessons learned through the Pilot

Option B – Revert to Two-Way (*not recommended*)

- Has support of the community and gives certainty about the long term system
- Doesn't work with the bus spine (Hamilton St.) or align with the strategy of the TMoTP or Action and Investment Plan

Option C – Make the one-way system permanent with modifications (*Recommended*)

- Balances evidence and feedback, and is aligned with the Action and Investment Plan and long-term strategy
- Allows for improvements, particularly addressing safety concerns at intersections
- Keeps Grey Street and The Strand 2-way

Today's decision will inform a future investment case and implementation plan to be presented to Council.

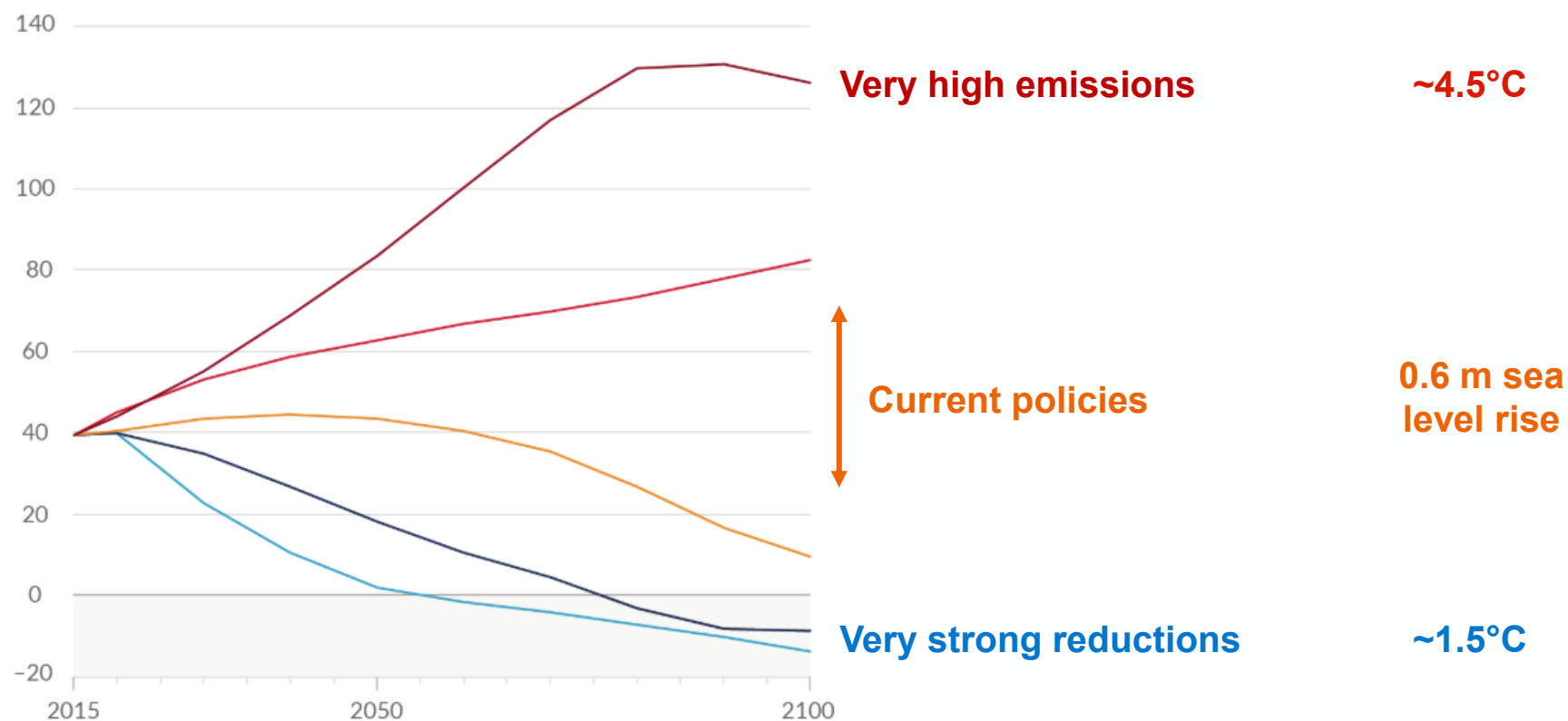


Climate change and resilience

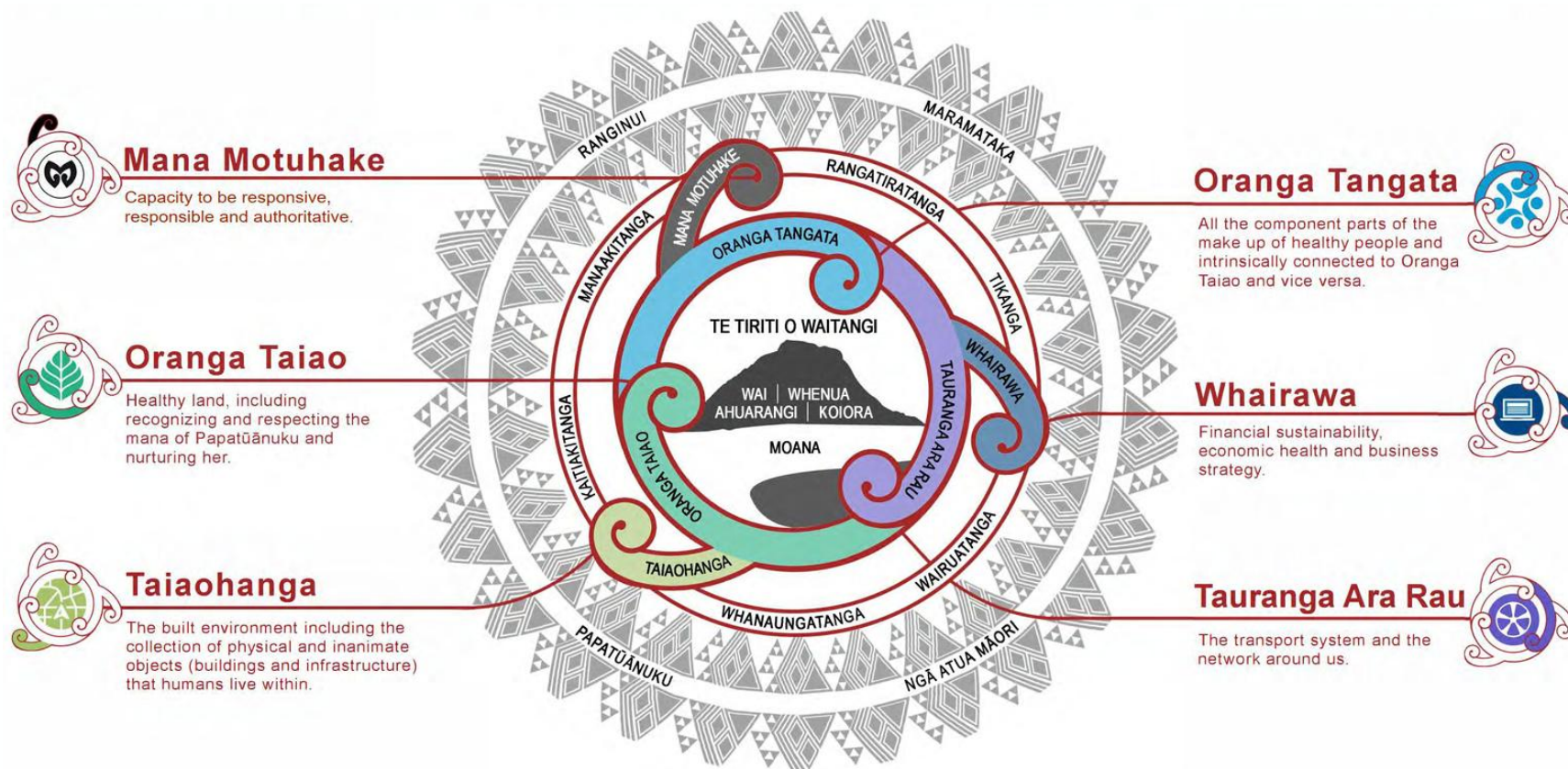
Preparation for the LTP and future decision-making

The future is not fixed – it depends on the choices we make about emissions globally

Carbon dioxide (GtCO₂/yr)



Our climate framework





Governance and decision-making	Embed consistent climate considerations across council decisions
Infrastructure resilience	Integrate adaptation pathways into infrastructure and financial planning
Community awareness and preparedness	Build a shared understanding of risks and responsibilities
Funding and support	Support community-led climate and resilience initiatives
Low-emissions transport	Progress mode shift using partnerships, planning, and available levers



Tauranga City



07 577 7000



info@tauranga.govt.nz



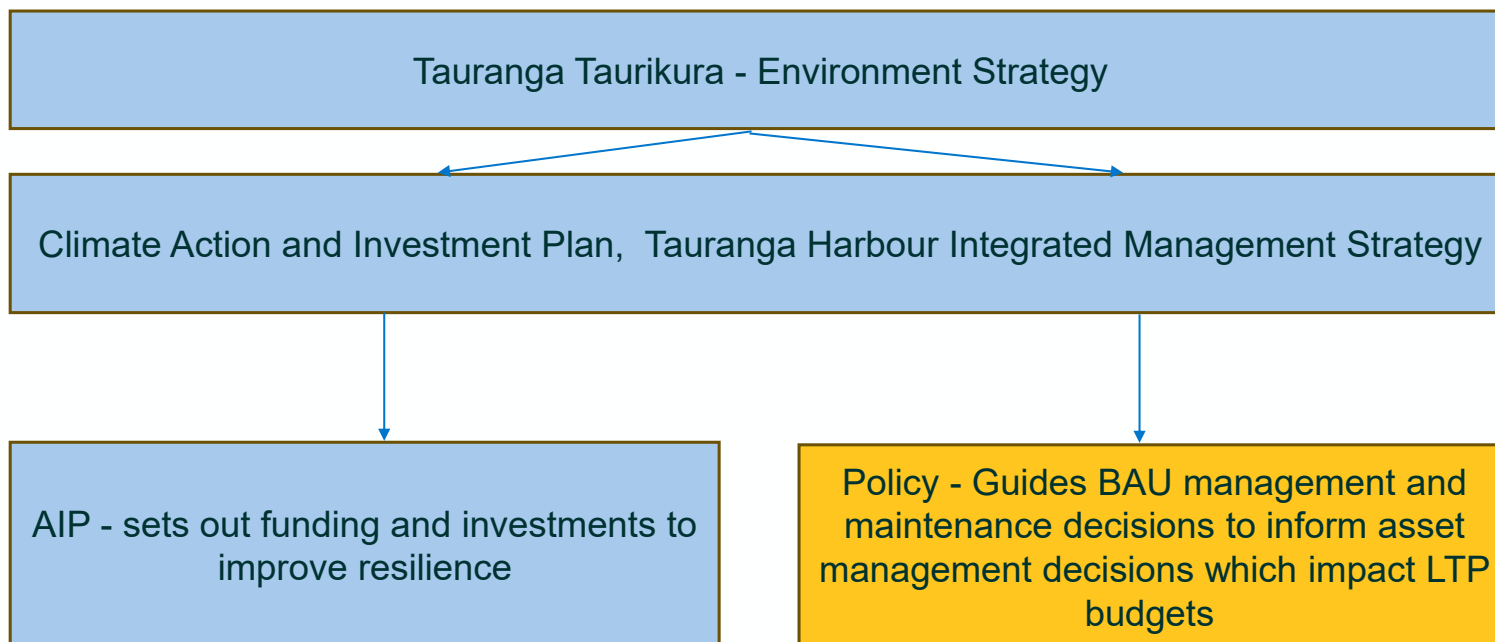
tauranga.govt.nz



Coastal Structures Policy Review

City Futures Committee Meeting
19 May 2026

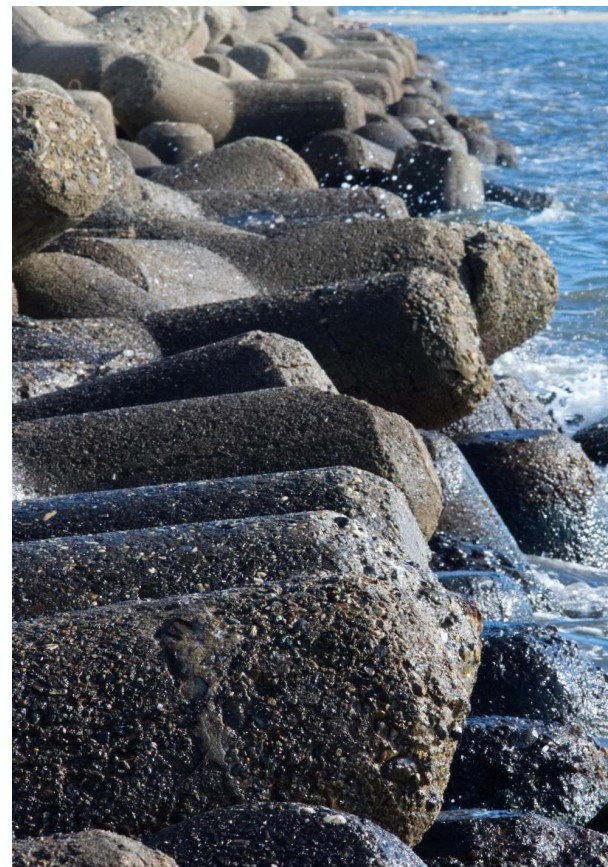
How this policy fits in – a climate resilient city



Coastal structure definition

Coastal structure definition

- Only applies to coastal structures on council land
- **Recreational Structures** - enable recreational use of the water e.g. boat ramps, jetties, wharves, boardwalks
- **Protection Structures** - are interventions designed to manage erosion and inundation caused by coastal processes e.g. seawalls, groynes, rock revetments, beach renourishment and vegetation.



What the coastal structures policy does and does not do



Primary role of the policy

The policy guides council decisions on coastal structure installation, maintenance, and access on public land.

Policy limitations

The policy does not act as an overall coastal resilience or adaptation strategy.

Legal and planning context

Property specific obligations and resource consent requirements can override the requirements of policy in any particular instance.

Manages expectation

Understanding policy positions helps to manage expectations for decision-makers and the community.

Key principles in the policy



- **Being future focused**
- **Protecting council activities/assets not everything**
- **Reducing hard protection structures**
- **No general obligation to protect private land from the encroachment of the sea**



Policy issues



- **Issue 2: Protection structures with a community benefit**
- **Issue 3: Hybrid protection structures**



Issue 1: Responsibilities for hard protection structures



Issue 1: Responsibilities for hard protection structures



Issue 4: Other clarifications

- **Scope of the policy**
- **Health and safety requirements - may remove structure or restrict access**
- **Linking to relevant long term council strategies**
- **Guidance for property owners (outside the policy)**

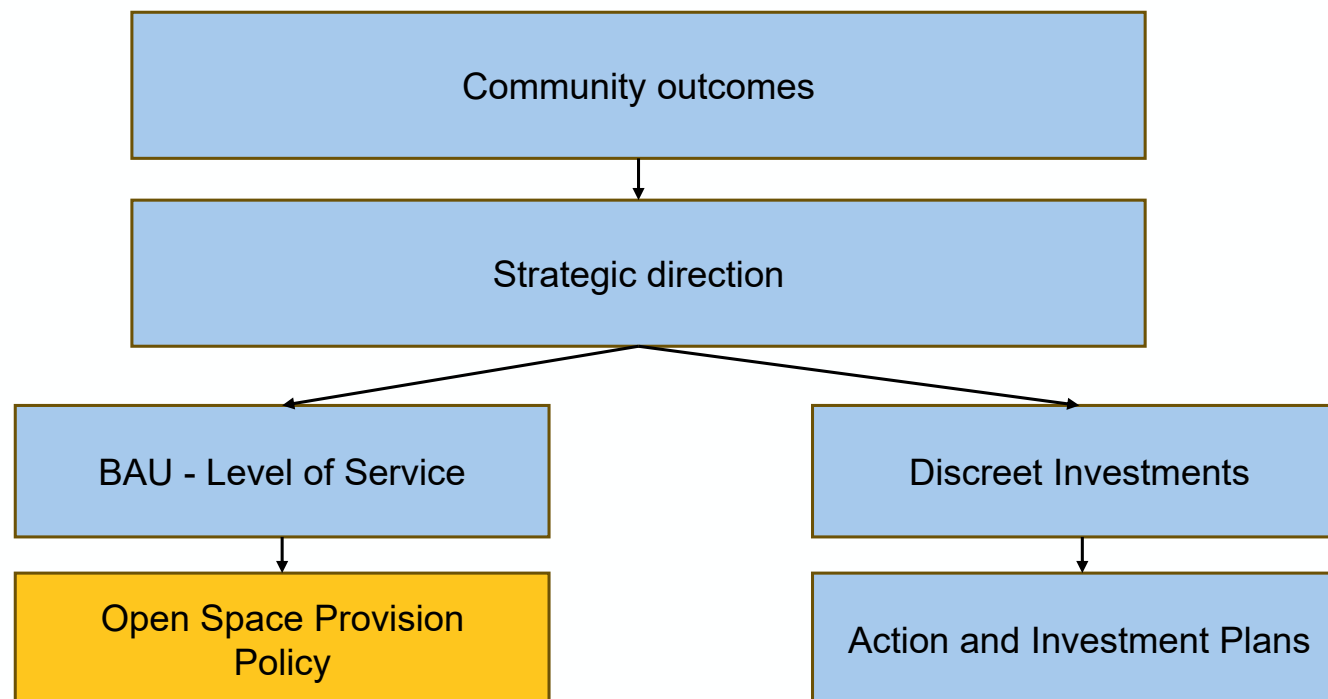




Open Space Provision Policy Review

(previously called the Open Space Level of
Service Policy)

Where this policy fits in



Consolidate and update four existing policies:

Proposed - Open Space Provision Level of Service Policy

Open Space
Level of Service
Policy

Public Toilet
Location Level of
Service Policy

Active Reserve
Level of Service
Policy

Tree and
Vegetation
Management
Policy (in part)



Reasons for Review

To bring up to date

- The policies are dated
- Plan change 33 – Intensification
- The impacts of our changing climate
- Some expected functions/activities of open space are not currently required as a Level of Service
- Active reserve sportsfields user fees

To plan for the future

- To facilitate growth pays for growth
- To inform future provision (greenfield & infill)
- To inform future Long-Term Plan planning
- To respond to changing demographics and participation trends
- The lack of specificity in the policy makes implementation and monitoring difficult

Tauranga City Council

Proposed process

Dates	Milestones
2024	Review of what we have heard from the community and research reports
Early-mid 2025	Identification of possible open space functions/activities
November 2025	Issues and Option Paper on policy review (City Futures Committee)
March 2026	Targeted engagement
May 2026	Update on results from targeted engagement (City Futures Committee)
Mid 2026	Draft Policy adopted for consultation (City Futures Committee)
Mid 2026	Consultation (Special Consultative Procedure)
Late 2026	Hearings, deliberations and adoption

Key themes from engagement

- Valued a varied and well provided open space network but some willingness to travel to larger scale experiences,
- Greater willingness to travel from community focus groups, relative to stakeholders for some activities eg: play and active recreation,
- Property developer response favoured a more case-by-case approach to larger scale experiences.

Working up options to consider

- Options are still in development but a snapshot is provided in Attachment 3.
- Option One: Immediate community needs and preferences – tests that willingness to travel to get a wider range of experiences
- Option Two: Additional components to reduce travel time, deliver on strategic priorities and respond to increased density and climate change