



AGENDA

Ordinary Council meeting Thursday, 6 August 2026

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

Date: Thursday, 6 August 2026

**Time: 9:30 am - Joint Extraordinary Council
Meeting - TCC/WBOPDC**

**Location: WBOPDC Chambers
1484 Cameron Road
Tauranga**

**Marty Grenfell
Chief Executive**

Terms of reference – Council

Membership

Chair	Mayor Mahé Drysdale
Deputy Chair	Deputy Mayor Jen Scoular
Members	Cr Hautapu Baker Cr Glen Crowther Cr Rick Curach Cr Steve Morris Cr Marten Rozeboom Cr Kevin Schuler Cr Rod Taylor Cr Hēmi Rolleston
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	Three weekly or as required

Role

- To ensure the effective and efficient governance of the City.
- To enable leadership of the City including advocacy and facilitation on behalf of the community.
- To review and monitor the performance of the Chief Executive.

Scope

- Oversee the work of all committees and subcommittees.
- Exercise all non-delegable and non-delegated functions and powers of the Council.
- The powers Council is legally prohibited from delegating include:
 - Power to make a rate.
 - Power to make a bylaw.
 - Power to borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan.
 - Power to adopt a long-term plan, annual plan, or annual report
 - Power to appoint a chief executive.
 - Power to adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the long-term plan or developed for the purpose of the local governance statement.
 - All final decisions required to be made by resolution of the territorial authority/Council pursuant to relevant legislation (for example: the approval of the City Plan or City Plan changes as per section 34A Resource Management Act 1991).
- Council has chosen not to delegate the following:
 - Power to compulsorily acquire land under the Public Works Act 1981.
- Make those decisions which are required by legislation to be made by resolution of the local authority.

- Authorise all expenditure not delegated to officers, Committees or other subordinate decision-making bodies of Council.
- Make appointments of members to the council-controlled organisation Boards of Directors/Trustees and representatives of Council to external organisations.
- Undertake statutory duties in regard to Council-controlled organisations, including reviewing statements of intent, with the exception of the Local Government Funding Agency where such roles are delegated to the City Delivery Committee. (Note that monitoring of all Council-controlled organisations' performance is undertaken by the City Delivery Committee. This also includes Priority One reporting.)
- Consider all matters related to Local Water Done Well.
- Consider any matters referred from any of the Standing or Special Committees, Joint Committees, Chief Executive or General Managers.
- Review and monitor the Chief Executive's performance.
- Develop Long Term Plans and Annual Plans including hearings, deliberations and adoption.

Procedural matters

- Delegation of Council powers to Council's committees and other subordinate decision-making bodies.
- Adoption of Standing Orders.
- Receipt of Joint Committee minutes.
- Approval of Special Orders.
- Employment of Chief Executive.
- Other Delegations of Council's powers, duties and responsibilities.

Regulatory matters

Administration, monitoring and enforcement of all regulatory matters that have not otherwise been delegated or that are referred to Council for determination (by a committee, subordinate decision-making body, Chief Executive or relevant General Manager).

Order of Business

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- 1 OPENING KARAKIA**
- 2 APOLOGIES**
- 3 PUBLIC FORUM**
- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO THE ORDER OF BUSINESS**
- 7 CONFIRMATION OF MINUTES**
Nil
- 8 DECLARATION OF CONFLICTS OF INTEREST**
- 9 DEPUTATIONS, PRESENTATIONS, PETITIONS**
Nil
- 10 RECOMMENDATIONS FROM OTHER COMMITTEES**
Nil

11 BUSINESS

11.1 Local government reform - participation in Simplifying Local Government Head Start Pathway

File Number: A20845710

Author: Caroline Irvin, Governance Advisor

Authoriser: Sarah Holmes, Team Leader: Governance & CCO Support Services

BACKGROUND

1. The report accompanying this agenda item, 'Local government reform - participation in Simplifying Local Government Head Start Pathway', will be circulated separately prior to the meeting.

11.2 Transport Resolutions report No.62

File Number: A20661209

Author: Obaid Noori, Intermediate Transport Engineer
Cara Phillips, Team Leader: Engineering Services (Acting) -
Transportation

Authoriser: Reneke van Soest, General Manager: Operations & Infrastructure

PURPOSE OF THE REPORT

1. This report proposes changes to traffic and parking controls across the city. It seeks a Council resolution to approve and implement these changes.

RECOMMENDATIONS

That the Council:

- (a) Receives the report "Transport Resolutions report No.62".
- (b) Resolves to implement the proposed traffic and parking controls for safety, access, operational or amenity purposes, as detailed in Appendix A, including Attachments 7.1, 7.2, 7.7, 7.9, 7.21 and 7.26.
- (c) Approves these changes taking effect on or after 12 August 2026, once the required signs and road markings are installed.

EXECUTIVE SUMMARY

2. As the city grows and changes, the demands on the road network also change. Council needs to balance several needs. These include keeping traffic lanes clear, providing on-street parking and loading zones, maintaining access, and supporting the safety of pedestrians, cyclists and other vulnerable road users.
3. Attachment A sets out proposed changes for access, parking, safety and operational reasons. Some changes respond to requests from the public or other stakeholders. Other changes relate to capital projects or resource consent requirements.
4. Amendments include changes to the following attachments to the Traffic & Parking Bylaw (2023):
 - (a) Attachment 7.1: No Parking Behind Kerb
 - (i) Restricting unsafe parking on Macville Park Lane to improve safety for Gwen Rogers Kindergarten, Omanu Swim Club, Mount College and Macville Park visitors.
 - (ii) Addressing other berm parking that creates safety concerns.
 - (b) Attachment 7.2: Prohibited Stopping and Standing of Vehicles
 - (i) Extending or removing broken yellow lines to improve safety, enhance access, or increase parking capacity.
 - (ii) These changes respond to customer requests or resource consent requirements.

- (c) Attachment 7.7: Mobility Parking
 - (i) Resolution required for the proposed new spaces.
- (d) Attachment 7.9: Parking Time Restrictions
 - (i) Minor changes to existing time restrictions to better meet user needs.
- (e) Attachment 7.21: Passenger Service and Other Vehicle Stands (Stopping Places for Buses)
 - (i) Removing the redundant bus stop on Te Ranga Memorial Drive. It is no longer used by Regional Council public transport routes or school bus services.
- (f) Attachment 7.26: Passenger Service and Other Vehicle Stands (Mobile Shops)
 - (i) Amending the mobile shop time period to better reflect community needs. This also returns spaces to general parking when mobile shops are not operating during the off-season.

BACKGROUND

5. The Traffic and Parking Bylaw 2023 includes attachments that list traffic and parking restrictions. Council can impose these restrictions by Council resolution.
6. Council regularly adds, removes or changes traffic and parking controls to support safety and day-to-day operation of the road network.
7. The proposed changes in Attachment A are minor parking changes across the city. They have come from requests by the public, transportation staff or other stakeholders.

STATUTORY CONTEXT

8. The Land Transport Act 1998, particularly section 22AB, allows councils, as road controlling authorities, to make bylaws for traffic and parking control.
9. The Local Government Act 2002 sets the general process for making bylaws. This includes consultation and public notification.
10. The Land Transport (Road User) Rule 2004 and Traffic Control Devices Rule 2004 set standards for signs, road markings and enforcement.

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 that is easy to move around	✓
We are a city that supports business and education	✓
We are a vibrant city that embraces events	✓

12. The recommendations address issues affecting safety, access and amenity. They support the safe and efficient operation of the city's transport network. Mobility parking also supports a more inclusive city by making public places easier to access for people with disabilities.

OPTIONS ANALYSIS

13. The proposed changes relate to general road operations. The reason for each proposal is described in Appendix A. In each case, the issue is expected to continue if Council does not approve the proposed change.

14. The proposals are independent. Council may approve some, all or none of them.
15. At the Council meeting on 26 May, two proposals in Transport Resolutions Report No.61 were not approved. These related to Rita Street and Macville Park. Staff have since completed a further review of Macville Park pang on berm restrictions.
16. Safety concerns were raised about vehicles parking behind the kerb at the Macville Park entrance. There is no formed footpath or clear walking space in this area. This means kindergarten and school students and other park users walk on the carriageway between manoeuvring vehicles entering and exiting parking and entering and exiting the park.
17. In response to Council's previous feedback, staff propose a limited parking restriction at the Macville Park entrance and one section of Macville Park as outlined in the Attachment. This will help reduce the safety risk created by parking behind the kerb and support the volume of users needing to use the path.
18. The following options were also considered.

Option	Advantages	Disadvantages
Option 1 – No Parking Restrictions (Signage) Recommended option	Lower cost than physical infrastructure. Supports enforcement and helps improve compliance with parking restrictions. Supports safer access for the local community, kindergarten users and students.	Relies on drivers following the restriction and on enforcement. It may not physically stop vehicles from parking behind the kerb.
Option 2 – Physical Bollards	Provides a stronger physical barrier. More likely to stop vehicles from parking in restricted areas.	Higher installation cost and ongoing maintenance. May add visual clutter and reduce flexibility for future changes.
Option 3 – Do Nothing	No immediate implementation cost.	Does not address the parking issue. Safety risks would remain for pedestrians and children using the nearby kindergarten, school and recreation facilities.

19. Staff recommend progressing Option 1.

FINANCIAL CONSIDERATIONS

20. The costs for signs and road markings are minor. They can be met from existing project or operational budgets.

LEGAL IMPLICATIONS / RISKS

21. These proposals allow Council to enforce changes needed for safety and amenity reasons. Council also has a duty to address known safety issues on the road network.

TE AO MĀORI APPROACH

22. The proposals improve safety, access and amenity for residents and visitors. They align with the principle of manaakitanga. For major projects, consultation with hapū was completed during project development.

CLIMATE IMPACT

23. This report relates to a regulatory process. No climate impact assessment has been completed.

CONSULTATION / ENGAGEMENT

24. Requests for changes may come from neighbouring properties or reflect existing site conditions. In some cases, consultation is not needed. Consultation may also occur during project delivery or affected property owners may be informed before changes are made.

SIGNIFICANCE

25. The Local Government Act 2002 requires Council to assess the significance of matters, issues, proposals and decisions in this report. This assessment is made against Council's Significance and Engagement Policy. Council recognises that some matters may be important to the people, groups or agencies affected by the report.
26. This assessment considered the likely impacts and 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.
27. Based on these considerations, and the criteria and thresholds in the policy, the decision is considered to be of low significance.
28. Retrospective changes are likely to have low public interest. They were either previously consulted on or respond to requests from adjacent landowners.

ENGAGEMENT

29. Based on the assessment above, the decision is of low significance. Officers consider that no further engagement is required before Council makes a decision.

NEXT STEPS

30. The bylaw attachments will be updated in line with the resolution. Signs and road markings will be installed where needed.
31. Adjacent businesses and residents will be notified of any restriction changes before implementation.

ATTACHMENTS

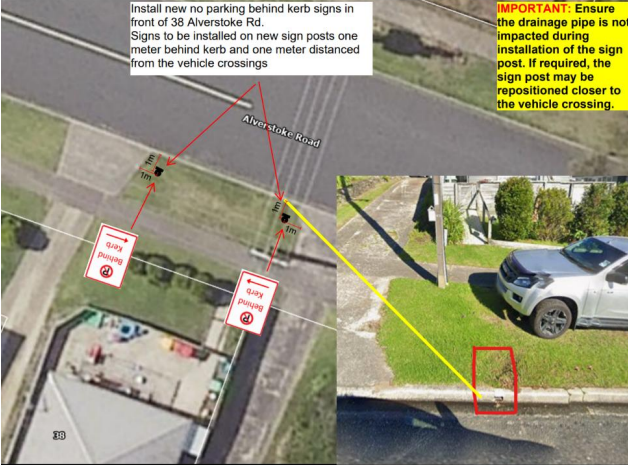
1. **Appendix A - Transport Resolutions Report 62 - A20742243** [↓](#) 

Appendix A: Details of Proposals for Transport Resolution Report No.62

Attachment 7.1: No Parking Behind Kerb

Location	Details	Reason for implementing and Image
Macville Park Lane West Side	From the north-eastern boundary of 10 Tui Street to the south-eastern boundary of 10B Tui Street	 Installing <i>No Parking Behind the Kerb</i> restrictions on Macville Lane is a critical safety measure to protect vulnerable road users, particularly kindergarten and primary school children. Vehicles have been observed driving along the footpath and parking on the grass berm, which is currently the only safe refuge space available for young children near the kindergarten. This behaviour creates an unacceptable risk of vehicle–pedestrian conflict in an area where children are regularly walking, playing, and moving between vehicles during pick-up and drop-off times. Restricting parking behind the kerb will preserve the grass berm as a safe pedestrian area, improve visibility around school entrances, and reduce the likelihood of vehicles encroaching into spaces intended for children. Given the documented history of safety concerns and the high concentration of young pedestrians in the area, this restriction represents a practical and cost-effective intervention that will significantly improve safety while supporting the longer-term goal of creating a safer environment for all students, cyclists, and pedestrians using Macville Lane. Engagement has been undertaken with Spaces and Places, Mount College, Omanu Primary and Gwen Rogers kindergarten; no further consultation required as no properties will be directly impacted.

Appendix A: Details of Proposals for Transport Resolution Report No.62

Macville Park Lane East Side	Starting at a point 11.5m south-east from the southern boundary of 12 Tui Street and extending a distance of 43m south-east	 Berm parking creates unsafe conditions for pedestrians and other active users on Macville Park Lane. Engagement has been undertaken with Spaces and Places, Mount College, Omanu Primary and Gwen Rogers kindergarten; no further consultation required as no properties will be directly impacted.
Alverstoke Rd South side	Frontage to the property No.38	 Parking restriction required to protect the drainage pipe under the berm. The issue was as raised by the resident from property No.38. Engagement has been undertaken with the drainage team and they did confirm the issue. No further consultation was deemed necessary as no other neighbours were affected.

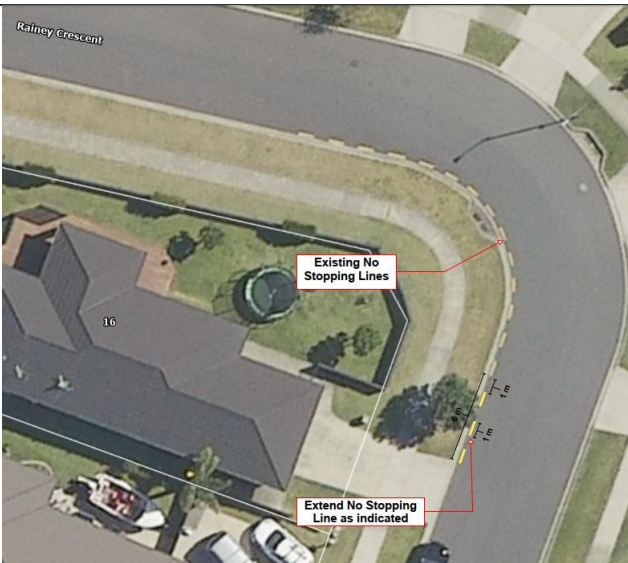
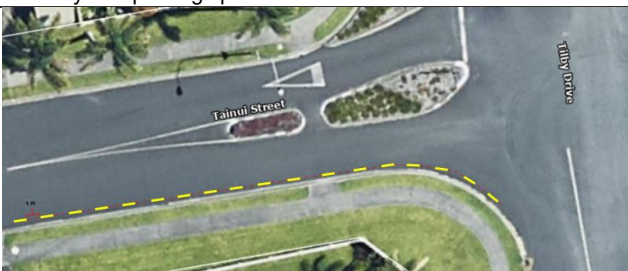
Appendix A: Details of Proposals for Transport Resolution Report No.62

Botanical Rd South side	Outside No.92 Eighteenth Ave	 To address safety concerns caused by vehicles being driven across and along footpaths to park to the rear berm. Adjacent property owner has been consulted.
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Attachment 7.2: Prohibited Stopping and Standing of Vehicles

Location	Details	Reason for implementing and image
81 Anne Road –Cul-de-sac	Starting from the southern boundary of 81 Road continuing for 12 m to the north around the cul-de-sac	 To enable truck turning. Consultation was carried out and we got mixed support but we are going ahead.

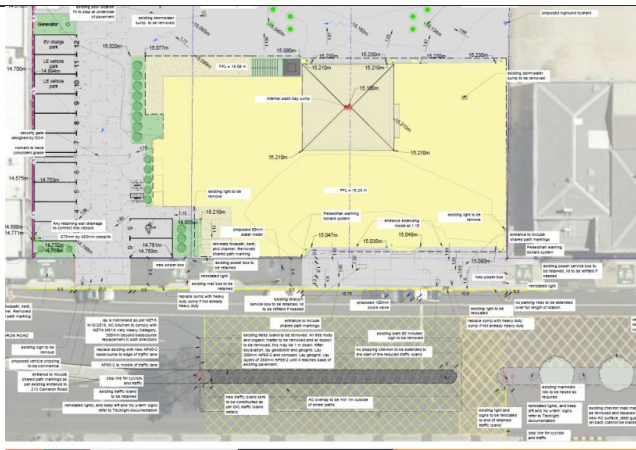
Appendix A: Details of Proposals for Transport Resolution Report No.62

Location	Details	Reason for implementing and image
16 Rainey Crescent West side	Extend the existing No Stopping Lines 6 metres southwards along the eastern boundary of 16 Rainey Crescent	 Safety concern for residents exiting from 16 Rainey Crescent as they are unable to see oncoming motorists from around the bend. Having cars parked on both sides of the road, reduces the lane width and reduces visibility of approaching vehicles around the bend as cars travel in the middle of the road, leaving no room for evasive action. Consultation not needed as this relates to safety and only one parking space will be removed
Tainui Street South Side	Commencing at the south-western corner of Tilby Drive and Tainui Street intersection and extending for 40m west into Tainui Street.	 Assist in providing a clear line of sight for vehicles travelling on Tainui Street. Consultation not needed as vehicles parked at this location are creating a safety hazard and ultimately, only 2 parking spaces are removed

Appendix A: Details of Proposals for Transport Resolution Report No.62

Location	Details	Reason for implementing and image
Ranch Road North side	New 'no stopping line markings' starts from a point 6m southeast of the northwest property boundary of No.9 extending for 13m southeast.	 Currently, vehicles park along this section of the road, which makes it difficult for drivers to turn right from Ranch Road and Heath Street. New 'No Stopping' markings will be installed to improve visibility and allow vehicles to turn safely at the intersection. Consultation is underway.
Pendennis Crescent North side	From the southeast boundary of No.3 extends southeast for 7m	 Visitors to the adjacent reserve often park too close to several driveways, causing access issues. Requested by residents, no further consultation required.
Pakanga Grove South side	Commencing from a point 2m north of the northern property boundary of No. 19 extending southwest for 25m	 Currently, vehicles parked along the bend force westbound traffic into the oncoming lane, despite the limited forward visibility due to the road alignment (sharp bend and steep downhill grade). The installation of yellow no-stopping will improve forward

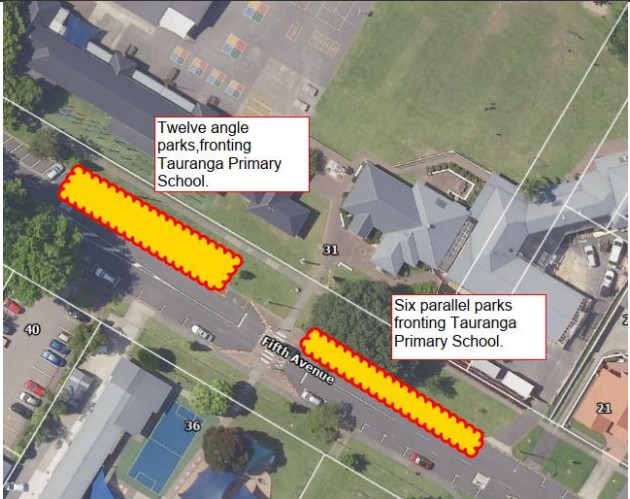
Appendix A: Details of Proposals for Transport Resolution Report No.62

Location	Details	Reason for implementing and image
		visibility and enable safer two-way traffic operations along the bend. The adjacent property owners have been consulted.
Cameron Road West Side	Commencing from 8.5 m north of the southern boundary of 213 Cameron Road and extending for approximately 55 m	 Part of Cameron Road new fire station development.
Pine Avenue- East	Commencing from northern boundary of No.48 extending 10m southwards.	 Vehicles parked directly opposite the driveway obstruct the driver's ability to exit safely. Consultation is done.

Appendix A: Details of Proposals for Transport Resolution Report No.62
Attachment 7.7: Mobility Parking

Location	Details	Reason for implementing and image
Grace Avenue East Side "At All Times"	Commencing at a point 13 metres east of the eastern kerb-line of Maunganui Road, extending six ten metres east (two three parks outside Mt Drury).	 Adding a third mobility parking space at the Hopukioire/Mt Drury reserve playground, following that the existing two spaces are often occupied.
Hamilton Street North side "At all times"	The two easternmost angle spaces on the southern frontage of Wharepai Domain	 Included as part of the project to upgrade access to Wharepai Domain, undertaken by Spaces & Places team.

Appendix A: Details of Proposals for Transport Resolution Report No.62
Attachment 7.9 Parking Time Restrictions

Parking Time Restrictions: 5 minute parking		
Location	Details	Reason for implementing
Fifth Avenue North Side Pick Up/Drop Off 8:30 am to 9:00 am 2:45 pm to 3:15 pm Monday – Friday	The twelve angle parks and the six parallel parks fronting Tauranga Primary School.	 Change the parking restriction from 5 minutes to 10 minutes to better reflect the needs of parents collecting children. Requested by the school, no further consultation needed.

Attachment 7.21: Passenger Service and Other Vehicle Stands (Stopping Places for Buses)

Location	Details	Reason for implementing and image
Amendment:		
Te Ranga Memorial Drive East Side	Remove: Fronting No.9 Te Ranga Memorial Drive	Bus stop deactivated about two years ago

Attachment 7.26: Passenger Service and Other Vehicle Stands (Mobile Shops)

Location	Details	Reason for implementing and image
Amendment:		
Applies to all mobile shop areas	Period of application Current: From 26 December to 6 February (inclusive) Proposed: 1 Dec – 30 Apr Mobile shop trading area at all times	Dates being updated following engagement with mobile shop licence holders, to better reflect needs of the community, also returns the spaces to general parking if not occupied by mobile shops during the off-season.

Appendix A: Details of Proposals for Transport Resolution Report No.62

	1 May – 30 Nov Mobile shop trading area at all times Public parking after 08:00am, if no mobile shop is parked	
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12 DISCUSSION OF LATE ITEMS

13 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RECOMMENDATIONS

That the public be excluded from the following parts of the proceedings of this meeting.

The general subject matter of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48 of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
13.1 - LWDW - Water Organisation - Chair and Board of Director Appointments and Remuneration	s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons	s48(1)(a) - the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7

14 CLOSING KARAKIA