

# Regional Public Transport Plan Hearings Subcommittee

## Open Minutes

- Commencing:** Wednesday 17 August 2022, 1.30 pm
- Venue:** Bay of Plenty Regional Council Chambers, Regional House, 1 Elizabeth Street, Tauranga and via Zoom
- Chairperson:** Cr Andrew von Dadelszen - Bay of Plenty Regional Council  
Toi Moana (BOPRC)
- Members:** Commissioner Stephen Selwood - Tauranga City Council (TCC)  
Mayor Judy Turner - Whakatane District Council  
Cr Jane Nees - BOPRC  
Cr Lyall Thurston - BOPRC  
Cr Paula Thompson - BOPRC
- In Attendance:** All submitters as listed in the minutes; Claudia Cameron - Committee Advisor.
- Apologies:** None.

*Please note that this meeting was livestreamed and is available on Council's YouTube channel for viewing:*

Wednesday 17 August - [Regional Public Transport Plan Hearings - 17 August 2022 - YouTube](#)

### 1. Apologies

Nil.

### 2. Items not on the Agenda

Nil.

### 3. Order of Business

The order of submitters was altered during the hearings to allow for arrival of presenters.

## 4. Declaration of Conflicts of Interest

None declared.

## 5. Reports

### Information Only

### 5.1 Regional Public Transport Plan 2022-32 Hearings

*Tabled Document 1 - RPTP Speakers Schedule Wednesday 17 August: Objective ID  
A4177302 [⇒](#)*

*Tabled Document 2 - RPTP Speakers Schedule Friday 19 August: Objective ID  
A4177303 [⇒](#)*

The Chair, Cr von Dadelszen presented this item.

#### Key Points:

- The tabled documents were introduced by the Chair
- It was noted that one late submission had been accepted.

### Resolved

**That the Regional Public Transport Plan Hearings Subcommittee:**

- 1 Receives the report, Regional Public Transport Plan 2022-32 Hearings;**
- 2 Receives and, if requested, hears late submissions to the draft Regional Public Transport Plan 2022-2032 received after the closing date for submissions, up until 5pm Tuesday, 16 August 2022;**
- 3 Receives tabled documents from submitters during the Hearings.**

**Thurston/Turner  
CARRIED**

## 6. Hearing of submissions to the draft Regional Public Transport Plan 2022-32

|         | <b>Name</b>             | <b>Sub#</b> | <b>Org.</b> |
|---------|-------------------------|-------------|-------------|
| 1.35 pm | Rodney Milne (via Zoom) | RPTP0062    | Individual  |

#### Key Points:

- Outlined safety and wellbeing issues in Rotorua, which resulted in reduced bus usage, including:
  - A lack of bus shelters meant no protection from weather
  - Exiting buses on to some footpaths was hazardous, due to bikes
  - Youths were loitering by bus stops
  - Some drivers were not wearing seatbelts and

- driving one handed, which was unsafe
- Recommended to the panel:
  - Increased cooperation and coordination between BOPRC and Rotorua Lakes District Council
  - Increased police presence around bus stops, to improve safety
  - Improvement to drivers' safety and customer service, in particular with tourists.

**Key points Members:**

- Members requested information on the specific bus stops which were seen to be unsafe.

The Chair confirmed that every submitter would receive a written response from BOPRC.

*Presentation: Kat MacMillan RPTP Submission: Objective ID A4192729* [↗](#)

| <b>Time</b> | <b>Name</b>   | <b>Sub#</b> | <b>Org.</b> |
|-------------|---------------|-------------|-------------|
| 1.47 pm     | Kat MacMillan | RPTP0025    | Individual  |

**Key Points:**

- A transformational approach to Public Transport was required, not minor adjustments
- The service provided needed to be shaped for the people, to get them where they wanted to go as quick/quicker than by car, especially in peak hours
- To have a resilient community, carbon emissions must be seriously addressed, this included de-carbonising the fleet of buses and increased user numbers
- Public transport needed to be safe for all and accessible
- A model was demonstrated which contained rapid transit corridors. This included the use of train, ferry and bus which fed into hubs, supplemented by a fleet of smaller on demand vehicles
- It was recommended that the hubs were well lit, safe, had seating and shelter, bike locks and lock up facilities
- The implementation of an Ōmokoroa to Tauranga and a Mount Maunganui to Tauranga ferry service was recommended
- The addition of light rail to complement the transit corridors, which linked to trains traveling to other regions was suggested
- Procurement of land to build Park and Ride facilities was recommended. Park and Ride would enable rural communities to connect with public transport, and reduce car numbers within the city
- Emphasised the need to secure land for transit corridors before the land is used for housing.

**In Response to Questions:**

- On demand transport and small ferries did not require large investment in infrastructure now so should be prioritised
- The option of a congestion charge in the future, particularly for freight road transport, should be considered
- Emphasised that if resources were not invested now, the impacts of climate change would cost more in the future.

| <b>Time</b> | <b>Name</b>          | <b>Sub#</b> | <b>Org.</b>                                       |
|-------------|----------------------|-------------|---|
| 1.58 pm     | Mei Leong (via Zoom) | RPTP0033    | Eastern Bay Accessible Transport Charitable Trust |

**Key Points:**

- Introduced Eastern Bay Accessible Transport Charitable Trust, soon to be known as Waka Eastern Bay, which was established to improve accessibility of transport for seniors
- Introduced the findings from research conducted:
  - Transport gaps were making public transport use difficult for seniors and the community as a whole
  - High numbers of people in the Whakatane district experienced transport disadvantage
  - Public transport was not suitable for some members of the community, due to a lack of frequency, unsuitable routes, physical ability and the need for inter-regional travel for medical appointments
- Identified four solutions being worked towards through the Charitable Trust:
  - The use of accessible vehicles which utilised volunteer drivers, operating a door-to-door service at an affordable rate. One vehicle had been donated but this number limited the service potential
  - Car pool and ride share trials would be established to increase operation capacity
  - Fundraising was ongoing for a community van which would conduct a rural route
  - A forum of community transport providers would be established to coordinate different groups providing transport
- Acknowledged the Regional Public Transport Plan (RPTP) policies which supported community service providers and offered suggestion for their development:
  - Policy 2.7 - support and resources should be provided to assist current community transport service providers to become Total Mobility Providers. The costs and driver requirements

- were a barrier to accessing the Scheme
- Policy 6.4 - increased detail was requested regarding the meaning and extent of “support for community transport providers”. Assistance with provider set up and grants to cover costs were recommended.

**In Response to Questions:**

- Successes and challenges would be noted during the early stages of Eastern Bay Accessible Transport Charitable Trust’s work trial, with information made available to BOPRC
- Acknowledged progress has been made to increase accessibility to public transport, for example free fares and kneeling buses
- Highlighted the need for door-to-door service to be fully accessible to people unable to walk to a bus stop
- The timings of rural services were a barrier to usage, reason for travel was not taken into consideration in timetabling
- Identified the need for a more financially accessible service than Total Mobility and other commercial providers.

| <b>Time</b> | <b>Name</b>  | <b>Sub#</b> | <b>Org.</b>      |
|-------------|--|-------------|------------------|
| 2.10 pm     | Dan Kneebone - Property and Infrastructure Manager | RPTP0049    | Port of Tauranga |

**Key Points:**

- Gave a broad endorsement for most of the Regional Public Transport Plan (RPTP) policies
- Emphasised that the growth in volume of port activity had not directly correlated to increased road use for two reasons:
  - Freight rail use had increased; and,
  - Trans-shipment (the unloading of goods from one ship and loading onto another to complete a journey) had also increased in recent years
- Would like to see the Hewlett’s/Totara upgrade project accelerated and brought forward, as it benefitted the public as well as the Port
- Highlighted Port initiatives to reduce the strain on key road networks, including the introduction of a vehicle booking system which encouraged delivery and pick up of goods from the Port at non-peak times.

**In Response to Questions:**

- The current growth of the Port was 7% per annum, and was projected to settle to 5% post Covid
- The growth volume was projected to be largely within the container terminal, which although made use of

rail, fed directly onto the state highway

- Information was being provided to consultants involved with the Hewletts/Totara upgrade business case, regarding the road network capacity in relation to Port growth
- Identified the conflict between designating Totara Street as a key freight route and a cycle route
- Highlighted Totara Street's importance to the port and the desire to see it prioritised as a major freight route
- No recent progress identified with Waka Kotahi in relation to acceptance of the Port's proposition that State Highways should feed into the Port's Hull Road gate.

| <b>Time</b> | <b>Name</b>    | <b>Sub#</b> | <b>Org.</b>          |
|-------------|----------------|-------------|----------------------|
| 2.18 pm     | Roland Edwards | RPTP0020    | Age Concern Tauranga |

**Key Points:**

- Highlighted the importance of bus stops with shelter and seating on Cameron Road, by supermarkets and in retail areas
- Bus transfer points, with seating and shelter, for example in Ōtūmoetai/Brookfield, would result in less buses completing the same route, in particular Cameron Road
- Time table improvement and coordination was required to facilitate more efficient cross-city bus travel
- Identified that a central bus depot needed to be safe, sheltered and have seating
- Rail needed to be investigated as a future option
- Land needed to be procured now for future Park and Ride locations.

**In Response to Questions:**

- People were able to use buses for supermarket shopping, but the use of Total Mobility for return trips was common.

**Key Points Members**

- Assurance was provided that the Cameron Road bus stops would be looked into by TCC, and the need for increased shelter and seating had been noted.

*Presentation: Liftango: Objective ID A4180766* [⇨](#)

**Time**

**Org.**

| <b>Name</b>  | <b>Sub#</b>       |
|--|-------------------|
| 2.30 pm Ian MacDougall - Head of Growth (via Zoom) | RPTP0038 Liftango |

**Key Points:**

- Introduced the concept and benefits of on-demand shared transport as a tool to increase public transport use:
  - The fleet was made up of smaller vehicles which could cover a wider area, with operations comparable to a shared taxi service
  - The overlay of on-demand over an existing fixed route system saw the most benefit, as it transported passengers onto the fixed route buses
  - Accessibility was increased, meaning more people could use on-demand and fixed route services
  - Flexibility allowed for use in areas of new urban development, which helped shape behaviours of the community
  - On-demand catered for a variety of users, including commuters and people who found the current public transport system inaccessible, such as elderly people and people with disabilities
  - The system worked well in both off-peak and peak hours
- It was emphasised that journey time and efficiency were important factors when deciding between a car or public transport
- An on-demand system was currently operational in Southern Auckland to feed the rail network and increased public transport usage had been noted.

**In Response to Questions:**

- Highlighted that the needs of the community must be understood, but on-demand transport can be adapted to suite particular areas
- The flexibility of on-demand public transport suited off peak users as they tended to travel differently to peak hour users
- The required vehicle numbers and sizes depended on a variety of factors. Increased flexibility and a wider area required more vehicles. Three to five vehicles for Papamoa/Mount Manganui was estimated, but it was emphasised this depended on a variety of factors which needed to be investigated
- There was a possibility to mobilise under-utilised community vehicles to supplement the fleet at particular times.

**Key Points Members**

- Expressed an interest in this topic being presented to the Regional Public Transport Committee at a later

date.

| <b>Time</b> | <b>Name</b> | <b>Sub#</b> | <b>Org.</b> |
|-------------|-------------|-------------|-------------|
| 2.48 pm     | John Robson | RPTP0063    | Individual  |

**Key Points:**

- Thanked the panel for allowing submitters ten minutes to present
- Expressed concern over the lack of financial information or a proposed timetable for action within the RPTP, this made an informed critique of the plan challenging
- Requested a more coordinated working relationship between TCC and BOPRC with regards to buses and infrastructure
- Concern was expressed about the perceived lack of urgency in the climate change space, and noted a climate emergency had previously been declared by BOPRC
- The integration of targets for climate change and public transport was not evident, which was a concern
- Expressed doubt that the mode share targets would meet the identified goals for emission reductions
- Identified a need for KPIs/performance measures within the RPTP to identify targets and measure outcomes which reflected the aspirations of the community.

**In Response to Questions:**

- Acknowledged that a new Public Transport Joint Committee between TCC and BOPRC had recently been formed, but emphasised that coordination was needed between the respective Chief Executives
- Econometrics and modelling techniques were available to establish the cost of inaction relating to climate change, and could provide an indication of the potential financial burden
- There was a need to collect appropriate data to complete informative modelling.

| <b>Time</b> | <b>Name</b> | <b>Sub#</b> | <b>Org.</b> |
|-------------|-------------|-------------|-------------|
| 3.03 pm     | Mary Dillon | RPTP0036    | EnviroHub   |

**Key Points:**

- Drew Members' attention to the Institut Publique de Sondage d'Opinion Secteur (IPSOS) Global Advisor Study of July 2022, which showed New Zealanders

regarded climate change as important, but did not see car journey reduction as a priority

- Expressed concern that the RPTP appeared to lack any urgency for change
- For public transport use to be increased, a sense of urgency needed to be conveyed to the public
- Emphasised the need to prioritise the environment over other aspects, such as roading.

**In Response to Questions:**

- Recognised congestion charges would likely be inevitable in the future
- The Port put a great deal of strain on the roading network, and costs to the Port should be appropriate
- Recommended applying previous learnings around public perception shifts to public transport, such as:
  - Resources developed by the Wednesday Challenge
  - Work completed by other Councils around the perception of the importance of waste in relation to climate change.

| <b>Time</b> | <b>Name</b>   | <b>Sub#</b> | <b>Org.</b>           |
|-------------|---|-------------|-----------------------|
| 3.12 pm     | Commissioner Anne Tolley supported by Alistair Talbot - Team Leader: Transport Strategy & Planning, TCC | RPTP0054    | Tauranga City Council |

**Key Points:**

- Recognised the collaboration between TCC and BOPRC during the development of the RPTP, in particular through the Public Transport Joint Committee
- Four key points were identified:
  - The complexity, competition and lack of certainty around securing funding should have been noted as a key challenge
  - There needed to be consistency between targets developed in the RPTP, the Urban Form and Transport Initiative (UFTI) and The Western Bay of Plenty Transport System Plan (TSP), and the sources of those targets needed to be referenced
  - The framework for review and monitoring of the RPTP was critical, which included the collection of appropriate data. Collaboration with TCC to develop the draft framework was offered
  - Emphasised that the service needed to meet the needs of the users, and a public education programme should be considered to increase patronage.

**In Response to Questions:**

- TSP was measuring carbon use at a detailed level and ensured emission reduction targets remain aligned with new Government Policy
- An emissions projection tool was being developed by the TSP to assist with future programme development
- Through BOPRC's staff involvement with TSP, dialogue which ensured alignment of work was underway, particularly in relation to the future BOPRC Transport Emission Reduction Plan
- The emission projection tool measured emissions of vehicle kilometers traveled and the impact of associated population growth
- Emissions related to present and intended infrastructure projects were not measured through this tool.

3.24 pm - the meeting **adjourned**.

# Regional Public Transport Plan Hearings Subcommittee

## Open Minutes (Day Two)

|                       |   |
|-----------------------|---|
| <b>Commencing:</b>    | Friday 19 August 2022, 11:00 am   |
| <b>Venue:</b>         | The Atrium Café and Conference Centre, 252 Ōtumoetai Road, Ōtumoetai, Tauranga and via Zoom   |
| <b>Chairperson:</b>   | Cr Andrew von Dadelszen - Bay of Plenty Regional Council Toi Moana (BOPRC)  |
| <b>Members:</b>       | Cr Jane Nees - BOPRC<br>Cr Paula Thompson - BOPRC<br>Cr Lyall Thurston - BOPRC<br>Mayor Judy Turner - Whakatane District Council<br>Commissioner Stephen Selwood - Tauranga City Council (TCC) (via Zoom) |
| <b>In Attendance:</b> | All submitters as listed in the minutes; Namouta Poutasi - General Manager Strategy and Science, Greg Campbell - Public Transport Director, Claudia   |

Cameron – Committee Advisor

## Apologies:

Mayor Judy Turner for late arrival.

*Please note that this meeting was livestreamed and is available on Council's YouTube channel for viewing:*

Friday 19 August - [Regional Public Transport Plan Subcommittee Hearings - 19 August 2022 - YouTube](#)

11:02 – The meeting **reconvened**.

## 1. Apologies

### Resolved

**That the Regional Public Transport Plan Hearings Subcommittee:**

- 1 Accepts the apology from Mayor Judy Turner for late arrival tendered at the meeting.**

**Von Dadelszen/Nees  
CARRIED**

## 2. Items Not on the Agenda

Nil.

## 3. Declaration of Conflicts of Interest

None declared.

## 4. Hearing of submissions to the draft Regional Public Transport Plan 2022-32 (Continued)

| <b>Time</b> | <b>Name</b>                          | <b>Sub#</b> | <b>Org.</b>  |
|-------------|--------------------------------------|-------------|--------------|
| 11:05 am    | Nigel Tutt – Chief Executive Officer | RPTP0008    | Priority one |

### **Key Points:**

- The Regional Public Transport Plan (RPTP) needed to be more aspirational and backed up with action
- Support from Priority One was offered
- Highlighted the need for change, as the current system was declining in performance

- The following suggestions for improvement were offered:
  - Smaller buses with increased frequency
  - An increased number of bus only lanes and T3 lanes
  - A greater focus on renewable energy and carbon emissions reduction
  - Increased urgency around the implementation of a ferry system and alternative modes of public transport
  - Consolidation of the entire Public Transport system
  - Investigation into new options including on-demand public transport
  - A passenger-centric approach as opposed to a system run for efficiency and contractual purposes.

11:08am – Mayor Judy Turner **entered** the meeting.

**In Response to Questions:**

- An improved action plan to reach the targets set out in the RPTP was needed
- Acknowledged the Low Emission Transport Fund facilitated by the Energy Efficiency and Conservation Authority (EECA), which had been established to support the adoption of low emission transport technology, but expressed concern that BOPRC had not taken a leadership role in securing financial support from the fund
- Businesses involved with Priority One supported initiatives such as the Wednesday Challenge
- Frustration had been expressed by businesses involved with Priority One over the lack of investment in the transport system, particularly from a National Government level, and support for the use of road charges to improve infrastructure was reported.

| <b>Time</b> | <b>Name</b> | <b>Sub#</b> | <b>Org.</b> |
|-------------|-------------|-------------|-------------|
| 11.14 am    | Debz Turner | RPTP0022    | Individual  |

**Key Points:**

- A full review into the bus service was needed
- The lateness of some buses on particular routes was identified
- Suggested more buses should be in service over New Year and during large events, especially services which ran to Bay Park
- Noted patrons had to sit on the ground as there

was no seating or shelter available at some bus stops

- Some bus drivers did not like split-shifts and this led to burnout
- Buses that ran Not In Service were a waste of resources
- Suggested the re-planning of routes to increase efficiency, with increased customer focus
- The following options were recommended:
  - Passenger transfer points instead of multiple routes going into the city centre, Bayfair and Papamoa Plaza were suggested
  - An Orbiter bus, circumnavigating the CBD, reaching locations such as the Hospital, the Lakes and Tauranga Crossing
  - Buses which connected Tauranga to Whakatane and Rotorua would increase accessibility to the other towns in the region. Increased flexibility of timing was required for this service, for example a morning, lunch and afternoon option, at least once a week
  - Suggested running the Pāpāmoa and Matua services anti-clockwise to increase efficiency
  - Recommended the people tasked with planning the bus routes should experience the service to improve awareness of the issues
  - A text alert system would save time waiting at stops
  - Schemes which incentivised the public to travel by bus should be considered.

#### **In Response to Questions:**

- Expressed appreciation for the no-fees initiative for people with disabilities
- Identified key issues which remained for people with disabilities, including:
  - The extent of walking required when catching the bus
  - The lack of seating and shelter at bus stops
- Agreed smaller buses running on appropriate routes would be beneficial
- Suggested more buses running at peak times would separate the buses for the general public and school buses.

#### **Key Points Members:**

- Noted that the installation of around 100 new bus shelters was underway, but there had been some challenges for some locations of bus shelters.

| <b>Time</b> | <b>Name</b>     | <b>Sub#</b> | <b>Org.</b> |
|-------------|-----------------|-------------|-------------|
| 11.29 pm    | Russel Williams | RPTP0035    | Individual  |

**Key Points:**

- Acknowledged the RPTP was a 10 year plan but suggested key changes could be implemented sooner to improve the service:
  - Increased customer focus within the plan
  - Lightbulbs on the front of buses which displayed the number and location be changed to LED for easier readability
  - Route 1 from Pyes Pa to the Mount Pools via Cameron Road be reinstated - route 1 should be a key cross-city route not a feeder system
  - The timetable should be reassessed to ensure appropriate time for passenger transfers and to increase efficiency of travel time
  - Bus route 51 be changed to increase accessibility; the steps between the bus stop and the shopping centre was a barrier to some patrons
- Recommended Greerton be created as a proper transfer hub
- Suggested radio communication between drivers be used to ascertain whether travellers were transferring, identifying whether buses needed to wait
- Special events be catered for by extended services to venues, for example the cricket at Bay Oval.

**Items for Staff to Follow Up:**

- Requested information regarding the current status of the seven objectives outline on Page 9 of the RPTP.

*Presentation: Harry Perry RPTP Presentation: Objective ID A4192549* [↗](#)

| <b>Time</b> | <b>Name</b> | <b>Sub#</b> | <b>Org.</b> |
|-------------|-------------|-------------|-------------|
| 11.37 pm    | Harry Perry | RPTP0037    | Individual  |

**Key Points:**

- Reconsideration was needed regarding transfer time allowances, as some were unachievable for users

- Emphasised the transport system needed to be financially viable
- The current network needed reconsideration, the 'spider web' system which fed into Tauranga CBD was not appropriate as Tauranga had multiple centres
- The system needed to connect multiple hubs, such as Tauranga Crossing, The Lakes and Toi Ohomai, to take passengers where they needed and wanted to go
- The current fleet of electric buses were not fit for purpose as the batteries needed replacement every seven years; new batteries cost of over half the amount of a new bus
- Identified that 'all electric' buses were not fully electric as the air conditioning was powered by diesel
- Passenger rail required more attention within the RPTP, this included light rail and inter-city rail.

**In Response to Questions:**

- School children were overcrowding the urban service, a separate school service was needed
- Supported the free fares for school children initiative and supported the reduction to during school hours only
- The weekend service was not regularly used by his peers, as the journey times were too long and the transfers were inconvenient.

**Key Points Members:**

- Noted that public transport systems were rarely profitable, but gains were made through reduced emissions and reduced congestion.

| <b>Time</b> | <b>Name</b>   | <b>Sub#</b> | <b>Org.</b> |
|-------------|---------------|-------------|-------------|
| 11.50 pm    | Julian Fitter | RPTP0056    | Independent |

**Key Points:**

- Public transport was a social issue which could not be separated from environmental issues
- Two key public transport objectives needed to be prioritised:
  - To efficiently move people around the city and suburbs
  - To reduce greenhouse gas emissions
- The topography of Tauranga was identified as a challenge
- More modes of public transport were required which included:

- A rail service, which used the current rail network
- The current ferry service be increased
- Overhead gondolas, as a way to cross the harbour or travel Cameron Road
- Light rail, particularly along Cameron Road
- Bold changes were needed as the region was experiencing rapid growth
- Considered the need for congestion charges, to discourage single passenger vehicle use, but the public transport system needed to be working well first
- A hub system would be beneficial, which included:
  - A fleet of smaller vehicles feeding in to an express service
  - A Park and Ride system, to encourage people outside of the city onto urban public transport
- Recommended further investigation into a new technology which was relatively cost effective and allowed diesel engines to be converted to diesel-hybrid.

**In Response to Questions:**

- Provided an explanation of vanadium flow battery systems:
  - A liquid battery system which was indefinitely reusable
  - Bigger than lithium ion battery, so would work on bigger trucks or as a stationary power source
  - Used as a backup power source to other renewable power sources, for example tidal
- Emphasised the need to have multiple renewable technology options.

*Presentation - Sustainable BOP: Objective ID A4192547* [⇒](#)

| <b>Time</b> | <b>Name</b>                        | <b>Sub#</b> | <b>Org.</b>     |
|-------------|------------------------------------|-------------|-----------------|
| 11.59 am    | Glen Crowther – Executive Director | RPTP0042    | Sustainable BOP |

**Key Points:**

- Carbon targets were responsible for driving change in other regions
- The targets which were set out in the Regional Public Transport Plan (RPTP) were too low and much lower than targets set by other councils, for example, Auckland Council had a target of 64% reduction of emissions in their transport sector by 2030
- The target for transport emissions reduction needed to be higher than for general emissions

reduction, as there were some activities which could not reduce emissions

- The RTP only demonstrated incremental changes which relied on transport mode shift, this was not enough
- A Bay of Plenty wide approach was required which included an integration of current plans, including the Urban Form and Transport Initiative (UFTI) and The Western Bay of Plenty Transport System Plan (TSP), into the RTP
- Alignment was required with the Government's Emissions Reduction Plan, and the work being done around reducing the amount of vehicle kilometers traveled, as well as increased public transport patronage
- Recommended mode share and emissions be measured all day, not just at peak hours
- Praise was given to Auckland Council which has joined C40 Cities Climate Leadership Group (C40), which advocated for a target of 60% reduction in emissions by 2030
- Suggested that BOPRC joined C40 and developed more stringent targets to reduce CO2 emissions
- New Zealand had the wealth and ability to address emissions at a greater level than other countries, this meant New Zealand should do more to reduce emissions
- Greatly increased patronage of public transport as well as mode shift were required
- Recommended increased resources invested in public transport to meet the targets
- The need for leadership was emphasised.

**In Response to Questions:**

- Supported a full integration of targets and plans, backed up by a clear narrative to stakeholders and the public around the goals for target emissions
- A full picture of transport carbon emissions should have roading and rail infrastructure construction and maintenance emissions included
- UFTI did not include a thorough analysis of emissions and the scope of emissions was not defined, which resulted in flawed targets
- Supported a Tauranga to Mount ferry service but would like to see an investment in more bus routes or on-demand public transport ahead of an Ōmokoroa to Tauranga ferry service.

*Tabled Document 3 - Roger Drower - Transcript: Objective ID A4183868* [↗](#)

| <b>Time</b> | <b>Name</b>               | <b>Sub#</b> | <b>Org.</b> |
|-------------|---------------------------|-------------|-------------|
| 12.15pm     | Roger Drower - Tabled Doc | RPTP0064    | Independent |

**Key Points:**

- There were eight organisations authorised to certify dogs as disability assist dogs under the Dog Control Act 1996
- Outlined occasions where service dogs had been refused access to public transport, or made to pay an additional fare
- Highlighted that service dogs' safety must be increased, which included
  - Prioritisation above pet dogs if an altercation between dogs occurred
  - Service dogs should not be made to travel under seats on buses
- Emphasised the need to educate public transport providers and drivers around working with people with disabilities, this included learning when to stop for a passenger who is vision-impaired
- Noted there was an issue with fake service dogs which was being addressed.

**In Response to Questions**

- Service dogs are certified, they have an identification card, jacket and a civil defense tag, which can be presented to drivers as proof of authenticity
- Approved of the idea of a "mystery shopper" for disability dogs to test the level of service and user experience.

*Presentation: Making Rail Work: Objective ID A4192551* [⇒](#)

| <b>Time</b> | <b>Name</b>  | <b>Sub#</b> | <b>Org.</b>      |
|-------------|--|-------------|------------------|
| 12:28 pm    | James Llewellyn (via Zoom), supported by Michael van Droegenbroek (via Zoom) | RPTP0040    | Making Rail Work |

**Key Points:**

- Introduced Making Rail Work as a community proposal to reintroduce an inter-regional passenger rail service from Tauranga to Hamilton
- Stressed the importance of rail connectivity to New Zealand's future social and economic development and sustainability
- Wanted to see pro-active investigations into inter-regional rail undertaken and increased

advocacy and leadership in this area

- The Transport and Infrastructure Select Committee were currently investigating the viability of rail in certain communities, for example places with an established rail link such as Tauranga, and had mentioned the Making Rail Work Report specifically within their Terms of Reference
- Hoped to see the RPTP members make a submission to the Select Committee regarding rail in Tauranga
- Acknowledged the need to ensure freight rail was not disadvantaged by passenger rail
- Provided key areas of comment regarding the RPTP, which included:
  - Broadly supported the Policies but required more identified actions, resources and feasibility information
  - Would like a formal acknowledgement of the community aspiration to establish a co-operative model for the Tauranga-Hamilton passenger rail service
  - A new policy be established to support investigation into the feasibility of a co-operative model and to ensure participation in the co-operative if viability was established
  - Funding and resource support, without undermining existing priorities
  - Increased leadership and promotion of passenger rail from all Councils in the Bay of Plenty, from both a political and senior officer perspective
  - Work with Waikato Regional Council be undertaken to promote the passenger rail service
  - A passenger rail strategy be included in the next Regional Land Transport Plan (RLTP)
  - Policies, plans and strategies around passenger rail be investigated through the future Regional Spatial Strategy and strategic plans
  - Passenger rail be integrated into the current business case investigations for Tauranga city centre
- Engagement needed to occur now with Kiwi Rail, New Zealand Transport Authority and other involved parties around the enhancement of the Tauranga Rail corridor through the Kaimais, to ensure upgrades conducted could accommodate passenger rail in the future.

**In Response to Questions:**

- A co-operative model involved members

paying a fee to join, and sharing responsibility for developing strategy

- Cooperation between organisations was facilitated through shared decision making
- A feasibility study would be used to ascertain the appropriate extent of the co-operative's involvement in planning and service delivery
- Electrification of the rail network was seen as a long term priority and business case investigations were being undertaken by KiwiRail
- An interim solution suggested was the use of bi-mode trains which used overhead wires where available and battery/fuel cell options where the wires were not present.

**Items for Staff to Follow Up:**

- It was requested information be provided to members regarding The Transport and Infrastructure Select Committee process.

12.41 pm - The meeting **adjourned**

1:15 pm - The meeting **reconvened**

| <b>Time</b> | <b>Name</b>             | <b>Sub#</b> | <b>Org.</b>                        |
|-------------|-------------------------|-------------|------------------------------------|
| 1.15 pm     | Bronwen Foxx (via Zoom) | RPTP0058    | Disabilities Resource Centre Trust |

**Key Points:**

- Congratulated the accessibility of the current bus system for people with disabilities
- Work was required alongside Territorial Authorities which ensured foot paths, landing sites, shelters and access points to buses were equally accessible and safe
- The continuation of the kneeling bus rollout across the Bay of Plenty was requested
- On-bus storage space for mobility equipment needed to be considered
- Standards of accessibility of written, print and online information needed to be improved, guidance should be taken from international standards
- BOPRC was being looked to as a leader in climate change and climate emission reduction, and it was requested BOPRC share their learnings in this space with Disabilities Resource Centre Trust.

**In Response to Questions:**

- The extent of private vehicle travel was highlighted. Disabilities Resource Centre Trust employed 200 field staff, which provided 4000 home visits per week, and was one of seven agencies working in this area, all of which used private vehicles to travel across the Bay of Plenty to rural communities
- Support from BOPRC around methods to reduce emissions was sought.

*Presentation: Carole Gordon: Objective ID A4192553* [⇒](#)

| <b>Time</b> | <b>Name</b>   | <b>Sub#</b> | <b>Org.</b> |
|-------------|---------------|-------------|-------------|
| 1.23 pm     | Carole Gordon | RPTP0039    | Independent |

**Key Points:**

- BOPRC was required to be transformative to make meaningful change
- The key concept was increased community engagement, involvement, communication and trust in the overall public transport decision making process, which should include:
  - Six monthly customer feedback meetings to hear suggestions and consult the public on operational matters
  - A thorough needs analysis, to establish what the community required from the public transport system
  - A shift in focus from ‘transport’ to ‘mobility’, to keep the public at the centre of decisions
- It was anticipated that use would be increased if the community was engaged and informed, which would result in targets more likely to be met
- Emphasised the need to shift to a participatory approach to increase public engagement and social cohesion
- Supported the implementation of on-demand transport through collaboration with Tauranga City Council.

**In Response to Questions:**

- A key barrier was lack of public engagement in the public transport conversation.

| <b>Time</b> | <b>Name</b>  | <b>Sub#</b> | <b>Org.</b>             |
|-------------|--------------|-------------|-------------------------|
| 1.35 pm     | Heidi Hughes | RPTP0043    | The Wednesday Challenge |

**Key Points:**

- Recognised improvement in the current service particularly around pricing and availability, and acknowledged it was a great system if you lived where the buses go
- The urban design of Tauranga did not work for a fixed route bus service, as the walk to bus stops is often too far and the buses do not go where people need – diversity of the system was required
- Acknowledged Regional Council’s work on fares
- Noted the Wednesday Challenge – and its ability to work with the current service to plug gaps
- Identified there was a number of people who would like to take public transport but can’t because of the system design
- The targets needed to be reset as they were not ambitious enough
- An on-demand system of electric or hydrogen mini buses, on top of the current system including rapid transit corridors, would solve many of the current problems
- The RPTP lacked a clear timeline of short, medium and long term goals which could be clearly communicated to the community
- Easy to achieve targets, clearly communicated to the community to increase engagement, were required
- The challenge of route delays, caused by roadworks, would be avoided through a flexible system, on-demand can go around, and a ferry from Ōmokoroa to Tauranga would avoid State Highway 2 delays
- Public transport and reduced single occupancy car use would greatly improve the feel of the city and should be prioritised
- Western Bay Sub-region Traffic Demand Management Scoping Study was identified as an important study around behavioural change.

**In Response to Questions:**

- Recommended trialing on-demand in areas which can feed onto the bigger bus rapid transit routes, but to avoid feeding people onto a big bus which will be caught in a bottle neck of traffic
- The expertise of the companies providing the on-demand service should be utilised to identify initial areas for on-demand transport trials
- It had been difficult to gather true data around mode shift during the Omicron outbreak, and more analysis was being undertaken
- Vision 2032 was a collaboration of advocates

from the community who had identified key areas of potential change to the public transport system

- The need for road pricing, for road freight traveling to and from the Port, was identified.

**1.53pm - the meeting closed.**

**UNCONFIRMED**

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Cr Andrew von Dadelszen  
Chairperson, Regional Public Transport Plan  
Hearings Subcommittee