

Regional Public Transport Plan Hearings Subcommittee Deliberations

Open Minutes

Commencing:	Wednesday 31 August 2022, 1:00 pm
Venue:	Bay of Plenty Regional Council Chambers, Regional House, 1 Elizabeth Street, Tauranga
Chairperson:	Cr Andrew von Dadelszen – Bay of Plenty Regional Council Toi Moana (BOPRC)
Members:	Commissioner Stephen Selwood – Tauranga City Council, Mayor Judy Turner – Whakatāne District Council, Cr Paula Thompson – BOPRC, Cr Jane Nees – BOPRC, Cr Lyall Thurston – BOPRC
In Attendance:	Mat Taylor – General Manager, Corporate, Greg Campbell – Transport Director, Lorraine Cheyne – Transport and Urban Planning Manager, Bron Healey – Principal Advisor, Transport and Urban Planning, Amanda Namana – Committee Advisor
Apologies:	Commissioner Selwood – Tauranga City Council (for early departure)

Please note that this meeting was recorded and livestreamed and is available on Council's YouTube channel for viewing: [Regional Public Transport Plan Subcommittee - Deliberations - 31 August 2022](#)

1. Apologies

Resolved

That the Regional Public Transport Plan Hearings Subcommittee:

- 1 Accepts the apology from Commissioner Selwood for early departure tendered at the meeting.**

**Selwood/Turner
CARRIED**

2. Declaration of Conflicts of Interest

None declared.

3. Reports

Decisions Required

3.1 Regional Public Transport Plan 2022-2032 Deliberations

Principal Advisor, Regional Development Bron Healey presented this item, supported by Transport Director Greg Campbell and Team Leader, Transport and Urban Strategy Lorraine Cheyne.

Chair's Introduction to Deliberations

- Chair Cr von Dadelszen opened the proceedings by noting the purpose of the Regional Public Transport Plan (RPTP) and outlining the legislative timeframe and scope in relation to funding decisions about public transport services and infrastructure.
- Acknowledged the collaborative approach evident in delivery of the RPTP in partnership with public agencies and private operators.

Introductory Comments - Members:

- Commended the quality of submissions received and significant body of work for staff
- The operating environment was dynamic and complex, and any plan needed to be flexible to respond quickly to any developing changes
- Acknowledged the strong sentiment received through submissions to have a bold, innovative and aspirational approach to the RPTP and that these had been heard and considered
- The RPTP also needed to be realistic with the most significant challenge being funding and delivery (both central and local government), and achieving behavioural change
- Suggested adding a paragraph around 'ultimate network aspirations' to acknowledge submissions and show that there was a clear outcome in mind
- Reiterated that this was a Regional Plan and noted that Eastern Bay of Plenty faced significantly different challenges to Tauranga
- Community agencies in Eastern Bay were providing transport options specifically for ageing demographics and those with disabilities. Some of these were new initiatives which could provide important learnings and information for a wider application.

Deliberations:

Deliberations commenced with staff providing the initial commentary on the report recommendations, with the Subcommittee providing input and direction on each section.

Key Points:

Boldness/transformational change/step change

- Noted the many submission questioning whether the RPTP was sufficiently bold or aspirational to deliver the transformational change in light of the challenges facing the region.

Vision Statement

- Some submitters raised concerns that although the RPTP addressed accessibility in centres outside the main urban centres, this did not come through in the vision statement, nor did the need for better regional services connecting the region.

Funding/Financial Information

- Several submitters sought more financial information in the RPTP to clarify how certain aspects would be funded
- Funding levels were set through the Annual Plan and Long Term Plan (LTP) processes.

Targets

- Targets in the plan were complex in relation to considering a response to national targets in the Emissions Reduction Plan (ERP). Whilst there was not yet clear direction, work was underway at sub-national/regional levels in collaboration with the Ministry of Transport
- Targets in the draft RPTP for the Western Bay of Plenty were based on modelling conducted through the Transport System Plan (TSP), which indicated that in a medium investment scenario (significantly increasing current investment levels), it would only achieve a mode shift target of 5%
- Travel Demand Management (TDM) work underway captured different ways of travelling/not travelling (e.g. work from home).

Regional Services

- As a result of submissions, clarification had been added to include access to medical and health services.

Passenger Rail

- The policy was open to exploring feasibility in the long term and working with partners including Waka Kotahi, central government and KiwiRail. This included actively participating in appropriate business cases e.g. extending passenger services from Auckland and Hamilton to Tauranga.

Key Points - Members:

Boldness/Transformational Change/Step Change

- Stating 'continuing to work collaboratively' in the RPTP was not sufficiently substantial, rather a clear leader/driver needed to be identified to take responsibility for facilitation and being proactive
- Stressed the necessity of the RPTP to do all possible to address the impact of climate change
- It was crucial to progressively amend emissions reduction targets as soon as updated information became available
- Noted the optimism in submissions received around on-demand services, smaller and decarbonised buses and intra-community accessibility. There was an opportunity to change people's behaviour with a range of appropriately structured interventions.

Vision Statement

- The vision statement was the overarching theme for setting the scene and aspirations of the RPTP and should accordingly be moved to the start of the document
- Requested a new section at the beginning of the RPTP with an aspirational statement of future aspirations for the public transport network, explaining targets and acknowledging work underway which would further inform them. This statement needed to sit alongside the vision statement and highlight what was to be achieved - including using new technologies, enabling rail etc.
- The ability to be flexible and nimble in responding to change needed to be included in the vision statement or aspirational statement
- Additional initial suggestions from members:
 - add 'more people using high quality accessible public transport'
 - add a statement detailing that 'the vision would be realised when...'
 - suggested a more simplified statement of 'a public transport system that people want to use and the environment needs'
 - weave disincentives into the vision statement
- Requested a separate box within the RPTP with a statement on network aspirations to encompass the entire regional network - low carbon,

connected, easy to use, using multiple modes and new technology, customer-centric etc.

Funding/Financial Information

- Supported the need to set out the RPTP funding levels at a high level across Territorial Local Authorities (TLA's) in their LTP processes to visualise the funding forecast, identify if funding was adequate and how to bridge any gaps to achieve aspirational goals
- An evidence-based implementation plan would be critical to success and to address the disconnect between work at a policy level and what was required at the implementation level
- A more transparent link was required between the Western Bay of Plenty TSP process, the implementation plan and the policies for the RPTP. Suggested adding a diagram to highlight this relationship between planning and funding, with this needing to be set out in a way that provided the required clarity.

Challenges

- Suggested including a new challenge on funding and affordability as this was an important aspect – funding the network, highlight the challenge of disconnected funding mechanisms. Noted the importance of being transparent and communicating funding risks clearly
- Public transport rarely paid for itself or was profitable, rather the benefits came in the form of lower emissions and less congestion.

Targets

- Targets should be ambitious in the RPTP – members agreed a more aspirational mode shift target was required
- Consider taking work from home into account - disincentives and incentives
- Understanding the market was crucial – identifying what a convenient form of travel meant to each user and developing a suite of solutions that met different needs
- Considered main drivers to increase patronage would be congestion, making a difference to carbon emissions and convenience.

Performance Measures

- Include benchmarking with other regional councils
- Tauranga City Council had contracted BECA to develop a carbon emissions model which was close to being finalised and would enable testing of the validity of some of the measures.

Consolidation of Public Transport Functions

- Mention the Tauranga Public Transport Joint Committee
- Consider whether there was scope for a new policy around cooperative ways of working/better service integration
- Address leadership of delivering outcomes in the RPTP cohesively and Council's role in ensuring it happens.

Regional Services

- Making best use of, and improve existing services, e.g. use community groups to socialise ideas and provide feedback

Zero Emission Public Transport

- Request for smaller vehicles came through strongly in submissions – acknowledge that this was on the radar and under consideration. Suggested providing a description/picture of what the service may look like in the future, key characteristics and describe the outcome that policy is seeking.
- Page 59 of the RPTP, policy 1.4 - add 'including an option for smaller electric vehicles'

- Vehicles Kilometres Travelled (VKT) growth should be restricted as far as possible, but the type of vehicle and how often it was used was the primary factor and VKT should not be a focus.

Passenger Rail

- Noted that the Waikato Regional Council RPTP made more reference to rail and Tauranga
- Consider corridor preservation and working with TLA's to ensure future capacity built around city expansion.

Key Points - Staff:

- The RPTP represented a longer-term view of what was possible for the region in terms of public transport provision
- Targets could be set despite not knowing exactly how they would be met at the time
- Suggested that in terms of a leadership model, Regional Council be the point of cohesion and integrational thinking and action to bring people together to consider issues and work through solutions.

In Response to Questions:

- Changes to the current legislative framework and the Public Transport Operating Model (PToM) were still unclear and although it was too soon to predict the outcome, the intention was to open up possibilities to consider, such as ownership of assets and infrastructure
- Although special events were not included in the RPTP as they were one off events, this did not mean that public transport services could not be provided to support these, on a case by case basis
- Ministry of Transport work on translating national targets into sub-national targets for urban areas was expected to be completed by December 2022
- Staff would review the draft Waikato Regional Council RPTP for any potential inclusion of any complimentary policies.

3.05 pm - the deliberations **adjourned.**

3:25 pm - the deliberations **resumed.**

Key Points:

Propulsion Technologies

- Noted the bus decarbonisation feasibility study underway as being the most appropriate assessment framework for considering costs and benefits of future technologies.

Ferries

- There was an action in the RPTP to look into a high level business case and explore a wide range of different options.

Exploring new innovations/technologies

- Gondolas were not being considered at this point in time.

3.47 pm - Commissioner Selwood **withdrew** from the meeting.

Key Points - Members:

Service Patronage

- Prioritise a customer-centric approach in service considerations
- Highlight understanding route optimisation through data analysis and using this to leverage more effective services.

On Demand Services

- Add wording around ongoing implementation, if on-demand trials proved viable.

Bus Stops/Shelters

- Suggested an initiative for businesses to fund bus stops with advertising/promotional opportunities.

Safety and Security Issues

- Requested more definitive wording to prioritise the safety and security of public transport users.

Ferries

- Start with a smaller scale service that could be grown and operated regularly in peak times, with added tourism departures during the day as this may provide a better chance of a viable service. This supported submissions that requested to scope low cost, low infrastructure options first
- Concessions with commercial operators should be considered as an incentive.

Provision for Other Modes

- Reference the dynamic operating environment, PToM and government review on emission targets in the initial section of reviewing the RPTP (1.2.3) or the foreword.

4.11 pm – Cr Thurston **withdrew** from the meeting.

Extension of SuperGold Concession

- Acknowledged the increase in the percentage of the population who would be qualifying for a SuperGold Card in future years.

Park and Ride

- Suggested an action within the RPTP to identify proposed locations for park and ride facilities across the network, and to secure sites for futureproofing.

In Response to Questions:

- The definition of an ‘in-service hour’ was one bus operating for one hour.

Items for Staff Follow Up:

- Requested information be provided to a future Public Transport Committee meeting on the break-even passenger emissions equivalent between a single occupancy car and a bus
- Explore collaborative ideas around school buses when not in use.

Resolved

That the Regional Public Transport Plan Hearings Subcommittee:

- 1. Recommends that the Public Transport Committee investigates co-investment opportunities to improve the quality of bus stops.**

**Von Dadelszen/Thompson
CARRIED**

4.22 pm – the meeting **adjourned.**

Regional Public Transport Plan Hearings Subcommittee Deliberations (Continued)

Open Minutes

- Commencing:** Thursday 1 September 2022, 1:00 pm
- Venue:** Bay of Plenty Regional Council Chambers, Regional House, 1 Elizabeth Street, Tauranga and via Zoom (Audio Visual Meeting)
- Chairperson:** Cr Andrew von Dadelszen – Bay of Plenty Regional Council Toi Moana (BOPRC)
- Members:** Commissioner Stephen Selwood – Tauranga City Council (via Zoom), Mayor Judy Turner – Whakatāne District Council, Cr Paula Thompson – BOPRC, Cr Jane Nees – BOPRC, Cr Lyall Thurston – BOPRC
- In Attendance:** Greg Campbell – Transport Director, Lorraine Cheyne – Transport and Urban Planning Manager, Bron Healey – Principal Advisor, Transport and Urban Planning, Amanda Namana – Committee Advisor
- Apologies:** Commissioner Selwood – Tauranga City Council (for late arrival), Cr Jane Nees (for early departure)

Please note that this meeting was recorded and livestreamed and is available on Council's YouTube channel for viewing: [Regional Public Transport Plan Deliberations - 1 September 2022](#)

1. Apologies

Resolved

That the Regional Public Transport Plan Hearings Subcommittee:

- 1 Accepts the apologies from Commissioner Selwood for late arrival and Cr Nees for early departure tendered at the meeting.**

**Von Dadelszen/Thurston
CARRIED**

2. Reports (Continued)

Decisions Required

2.1 Regional Public Transport Plan 2022-2032 Deliberations (Continued)

Principal Advisor, Regional Development Bron Healey presented this item, supported by Transport Director Greg Campbell and Team Leader, Transport and Urban Strategy Lorraine Cheyne.

1.13 pm – Commissioner Selwood **entered** the meeting.

Key Points:

- Noted that any changes to key recommendations would flow through into the draft RPTP. The tracked changes version of the draft would be circulated to members following deliberations for comment
- Clarified that the final draft RPTP from the Subcommittee would be included in the agenda for the Public Transport Committee on 22 September 2022 for endorsement, followed by being recommended to Council for approval.

Deliberations (Continued)

- Sub ID RPTP005 – Consider adding to the response the work underway on a new service delivery model to improve service to customers, reduce waiting times and remove transfers where possible
- Sub ID RPTP007 - Recognising disparity in service provision between Te Puke/Tauranga and Katikati/Tauranga. Noted that increasing service delivery in the northern corridor was being considered through the TSP
- The Public Transport Services and Infrastructure business case for the Western Bay of Plenty was a key project and some submission responses would be contingent on its outcome. Staff would advise submitters in the detailed responses and include the timeframe
- Public education and motivation increase patronage was in itself a workstream and all work being undertaken at an operational level needed to be supported by a strong communication plan
- The Western Services Network review would pick up submission points such as changing direction of some services to be anticlockwise.

Key Points – Members:

- Sub ID RPTP005 – Existing policy seeking to improve reliability, punctuality and realistic and achievable timetables: Add words to the effect of ‘to ensure efficient transfer at hubs’
- Add that service levels in the RPTP were a desired level of service which would be achieved once the demand existed
- Create a new policy championing working cohesively with partners
- Mention the proposed changes to PToM and the flexibility this may provide to be able to deliver different service delivery models in the future
- Requested that submission responses include more information around timeframes
- There were a substantial number of commuters between Rotorua, Whakatāne and Tauranga, the majority of which travelled by private motor vehicle

- Diagram on Page 13 of the RPTP was developed before the ERP was released by central government – suggested adding reference to the ERP to Figure 2
- Note inter-regional passenger rail work underway by the Select Committee in relevant submitter responses and advise that council was following its progress
- Policy 2.5 – specifically include shared transport services with ‘community transport initiatives’, with staff to consider wording for this to be accurate
- Sub ID RPTP0038 - Commended the interesting ideas and concepts of Liftango, a car-sharing App. Needed to be clear about the process already underway for the Tauranga South on-demand trial and the rationale around this over other areas
- Submitters to the RPTP could also represent an opportunity for council to socialise ideas and harness feedback
- Sub ID RPTP0039 - Stressed the need for innovation, action and aspiration in the RPTP, particularly around mobility and ageing populations – the new innovative statement at the start may help to address these issues. Suggested recognising the demographic challenge of the ageing population over the coming years and being responsive to this (weave into one of the existing challenges)
- Sub IDs RPTP0042 and RPTP0043 - commended the significant effort and detail demonstrated in the submissions
- Sub ID RPTP0045 - Financial information as currently provided could be retained, but add a note that achieving the targets would require a significant increase of investment from all parties
- Encouraged an emphasis on working with communities, and consider their opinions and innovative ideas .

In Response to Questions:

- High user times being scheduled buses and low user times being on-demand services was one of two different models (the second accessing new suburban and rural areas etc)
- Some services, such as regional services, still operated manual ticketing systems and integration with Bee Card had not yet been completed
- Sub Id RPTP0033 – the intention was to consider community models as a guide to co-design solutions that were fit for the entire region
- There was a planning process underway for a Tauriko interchange and many issues such as accessibility would need to be raised, acknowledging that this was a complex process with many considerations to work through
- Engaging an on-demand service had to follow council’s procurement processes and would likely be through a commercial provider. However, there were a number of options in this field
- Noted the current Western Bay Community Group model and that new mechanisms would be considered for community engagement and put in place for the new triennium
- Sub ID RPTP0039 – from a policy framework perspective, the RPTP aimed to encompass all aspects of mobility/accessibility and specifically referencing one aspect may narrow the focus on others. Noted that an implementation plan would be developed to support

the policies and actions of the RPTP, which would be a separate, fluid document available with the RPTP on Council's website

- Further discussion was held on the Vision statement and associated aspirational statement with the following comments and suggestions:
 - Highlight the complex, changing and challenging nature of the operating environment at the beginning of the RPTP document
 - The RPTP was aiming to achieve 'convenience', i.e. a service that fitted well with a person's plans, along with meeting the needs of the environment
 - Include wording to incorporate 'accessible'
 - Note all the 'levers' available to be activated and clearly identifying the associated challenges
 - Contextualise the aspirational statement for the public by quantifying the targets, challenges and patronage requirements needed to achieve these.

Items for Staff Follow Up:

- Sub ID RPTP0048 - Connecting small rural communities with urban centres: explore options for bus services to maximise use e.g. Toi Ohomai buses for students travelled past many rural areas and there may be opportunity for innovative collaboration. Staff noted that ideas had been raised for options that have not been previously explored.

Resolved

That the Regional Public Transport Plan Hearings Subcommittee:

- 1 Receives the report, Regional Public Transport Plan 2022-2032 Deliberations.**
- 2 Endorses the recommended changes to the Regional Public Transport Plan document as outlined in this report, including amendments as specified in the minutes;**
- 3 Approves minor editorial amendments be incorporated before providing the final draft Regional Public Transport Plan for recommendation to the Public Transport Committee;**
- 4 Recommends that the final draft Regional Public Transport Plan be considered and endorsed at the next meeting of the Public Transport Committee for approval by Bay of Plenty Regional Council.**

**von Dadelszen/Thurston
CARRIED**

3.15 pm - the meeting **closed.**

CONFIRMED

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