

Tauranga Public Transport Joint Committee Agenda

NOTICE IS GIVEN that the next meeting of the Tauranga Public Transport Joint Committee will be held in Council Chambers, Regional House, 1 Elizabeth Street, Tauranga on:

Tuesday 28 February 2023 COMMENCING AT 2.30 pm

This meeting will be livestreamed and recorded.

The Public section of this meeting will be livestreamed and recorded and uploaded to Bay of Plenty Regional Council's website. Further details on this can be found after the Terms of Reference within the Agenda. [Bay of Plenty Regional Council - YouTube](#)

Tauranga Public Transport Joint Committee

Membership

Chairperson (BOPRC)	Cr Andrew von Dadelszen
Deputy Chairperson (TCC)	Commission Chair Anne Tolley
Members Bay of Plenty Regional Council Tauranga City Council	 Cr Andrew von Dadelszen Cr Paula Thompson Commission Chair Anne Tolley Commissioner Stephen Selwood
Quorum	Two members, consisting of more half the number of members, of which one must be from each respective Council.
Meeting Frequency	Bi-monthly or as required by the need for decisions.

Appointment of the Chair and Deputy chair and associated administrative support to be rotated between the two partner councils on an annual basis.

Purpose

Provide strategic and operational advice and direction for an integrated public transport system for Tauranga city and monitor implementation delivery.

The aim is to ensure that decisions in relation to all relevant parts of the transport system are taken collectively, and deliver outcomes that are greater than the sum of these parts. These outcomes are set out in the Urban Form and Transport Initiative (UFTI) Programme Business Case and Tauranga Transport System Plan (TSP).

Role

The Tauranga Public Transport Joint Committee is a joint committee of Bay of Plenty Regional Council and Tauranga City Council that report to their respective councils.

The area covered by the Joint Committee extends to the Tauranga City Council boundaries. The role includes:

- Enabling integrated decision making for Public Transport in Tauranga City.
- Preparing and reviewing a Tauranga City Integrated Public Transport work Programme.
- The Work Programme to include:
 - Projects and business cases as outlined in Annex 1 (and prioritised accordingly).

- Providing advice and guidance on Tauranga-specific content of the Regional Public Transport Plan (RPTP), for consideration by the Public Transport Committee.
- RPTP policy implementation in relation to the Tauranga City Council area.
- Tauranga city parking strategy and implementation.
- Travel behaviour management programmes (including The Wednesday Challenge).
- Funding and financing (includes updates on Tauranga road pricing, bus fares, parking charges and third party funding).
- Monitor and review the implementation of the Work Programme.
- Receive reporting on the performance of public transport services and infrastructure, and making recommendations for improvement.
- Provide quarterly implementation updates to the Public Transport Committee.

For the avoidance of doubt, the Joint Committee's role does not include adopting, varying or renewing the Regional Public Transport Plan, which is a function of the Regional Council.

Reports to the Joint Committee will be prepared in partnership between the two councils. Where differences of view at officer level are apparent, these will be clearly set out in order for Councillors and Commissioners to make an objective and balanced decision.

Power to Act

To make all decisions necessary to fulfil the role and scope of the Joint Committee; with relevant powers delegated from the respective council committees.

Any recommendations that impose financial commitments to either party are to be referred to the respective councils for approval.

Any variation to the Joint Committee's terms of reference are by formal agreement by both councils.

Power to Recommend

The Joint Committee has a recommendatory power in relation to Tauranga City public transport matters to be considered as part of the Regional Public Transport Plan (RPTP) process.

Recording of Meetings

Please note the Public section of this meeting is being recorded and streamed live on Bay of Plenty Regional Council's website in accordance with Council's Live Streaming and Recording of Meetings Protocols which can be viewed on Council's website. The recording will be archived and made publicly available on Council's website within two working days after the meeting on www.boprc.govt.nz for a period of three years (or as otherwise agreed to by Council).

All care is taken to maintain your privacy; however, as a visitor in the public gallery or as a participant at the meeting, your presence may be recorded. By remaining in the public gallery, it is understood your consent is given if your image is inadvertently broadcast.

Opinions expressed or statements made by individual persons during a meeting are not the opinions or statements of the Bay of Plenty Regional Council. Council accepts no liability for any opinions or statements made during a meeting.

Annex 1: Projects and Business Cases

Priority Projects

The following projects are to be implemented, commencing in the next six months:

- Tauranga CBD Interchange Temporary Relocation.
- Bus Stop Improvements.
- Bus Shelter Improvements.

The following projects are to be implemented, commencing in the next twelve months:

- Low Cost Low Risk projects relevant to public transport.
- Tauranga Network Refresh Phase 2.

Business Cases

The following business cases will be progressed, broadly in priority order:

- Tauriko Early Works.
- Arataki Bus Interchange.
- Public Transport Services & Infrastructure.
- Tauriko Long Term.
- Hewlett's Road Sub-area.
- Turret Road / 15th Avenue.
- Cameron Road Stage 2.
- Accessible Streets Area A (Mount / Papamoa / CBD).
- Accessible Streets Area B (Otumoetai / Bellevue / Brookfield).

Operations

Matters could include:

- Coordination of highway works to minimise bus service disruption.
- Bus service and work programme disruptions as a result of COVID-19.

Recommendations in reports are not to be construed as Council policy until adopted by Council.

Agenda

1. Apologies
2. Public Forum
3. Items not on the Agenda
4. Order of Business
5. Declaration of Conflicts of Interest
6. Public Excluded Business to be Transferred into the Open
7. Minutes
 - Minutes to be Confirmed
 - 7.1 Tauranga Public Transport Joint Committee Minutes - 22 August 2022 9
8. Reports
 - 8.1 Tauranga City Council and Bay of Plenty Regional Council Project Update 17
 - Attachment 1 - Project Update August Joint PT Committee (20230228) 20
9. Public Excluded Section

Resolution to exclude the public

Excludes the public from the following parts of the proceedings of this meeting as set out below:

The general subject 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(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

Item No.	Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Grounds under Section 48(1) for the passing of this resolution	When the item can be released into the public
9.1	Public Excluded Tauranga Public Transport Joint	As noted in the relevant Minutes.	As noted in the relevant Minutes.	To remain in public excluded.

Item No.	Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Grounds under Section 48(1) for the passing of this resolution	When the item can be released into the public
	Committee Minutes - 22 August 2022			
9.2	CBD PT Facility Business Case Update	Withholding the information is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.	48(1)(d).	When the business case has been finalised.
9.3	Cameron Road Stage 2 Business Case Update	Withholding the information is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.	48(1)(d).	When the business case has been finalised.
9.4	Park and Ride Options Update	Withholding the information is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.	48(1)(d).	On the Chief Executive's approval.
9.5	Parking Demand in the CBD	Withholding the information is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.	48(1)(d).	To remain in public excluded.

Item No.	Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Grounds under Section 48(1) for the passing of this resolution	When the item can be released into the public
9.6	Operational Performance Report	Withholding the information is necessary to enable the local authority to deliberate in private on its decision or recommendation in any proceedings to which this paragraph applies.	48(1)(d).	On the Chief Executive's approval.

Minutes to be Confirmed

9.1 Public Excluded Tauranga Public Transport Joint Committee Minutes - 22 August 2022

Public Excluded Presentations

9.2 CBD PT Facility Business Case Update

9.3 Cameron Road Stage 2 Business Case Update

Decisions Required

9.4 Park and Ride Options Update

Attachment 1 - Joint PT Committee Feb 23 - Park and Ride Update

Information Only

9.5 Parking Demand in the CBD

9.6 Operational Performance Report

10. Public Excluded Business to be Transferred into the Open

11. Readmit the Public

12. Consideration of Items not on the Agenda



MINUTES

Tauranga Public Transport Joint Committee Meeting

Monday, 22 August 2022

UNCONFIRMED

Order of Business

1	Opening karakia	3
2	Apologies	3
3	Public forum	3
4	Chairperson’s report	3
4.1	Chairperson's verbal update.....	3
5	Acceptance of late items	4
6	Confidential business to be transferred into the open	4
7	Change to order of business	4
8	Confirmation of minutes	4
8.1	Minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022	4
8.2	Minutes of the Tauranga Public Transport Joint Committee meeting held on 22 June 2022	4
9	Declaration of conflicts of interest	4
10	Business	4
10.1	City Centre Action and Investment Plan - Public Transport Route Alignment	4
10.2	Joint Project Updates Report.....	5
11	Discussion of late items	7
12	Public excluded session	7
12.1	Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022	7
12.2	Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 22 June 2022	7
12.3	Parking Management Plan update and timelines.....	8
13	Closing karakia	8

**MINUTES OF TAURANGA CITY COUNCIL
TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MEETING
HELD AT THE GROUND FLOOR MEETING ROOM 1, 306 CAMERON ROAD, TAURANGA
ON MONDAY, 22 AUGUST 2022 AT 1PM**

PRESENT: Commission Chair Anne Tolley (Chairperson), Cr Andrew von Dadelszen (Deputy Chairperson), Commissioner Stephen Selwood and Cr Paula Thompson

IN ATTENDANCE: Tauranga City Council
Nic Johansson (General Manager: Infrastructure), , Brendan Bisley (Director of Transport), Alistair Talbot (Team Leader: Structure Planning & Strategic Transport), Robyn Scrimshaw (Urban Planner), Libby Dodds (Team Leader: Community Relations), Coral Hair (Manager, Democracy Services), Robyn Garrett (Team Leader: Committee Support), Sarah Drummond (Committee Advisor), Anahera Dinsdale (Committee Advisor)

Bay of Plenty Regional Council

Greg Campbell (Public Transport Leader (Contractor)), Oliver Haycock (Team Leader: Service Planning & Project Delivery), Lorraine Sheen (Acting Transport Urban Planning Manager)

1 OPENING KARAKIA

Ms Anahera Dinsdale opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 CHAIRPERSON'S REPORT

4.1 Chairperson's verbal update

Chair Commissioner Anne Tolley

Key points

- The Chairperson noted the upcoming local government elections in October 2022 and the need to re-establish the Tauranga Public Transport Joint Committee post-election; and indicated Tauranga City Council's support to continue the Joint Committee in the new triennium.

COMMITTEE RESOLUTION TPT4/22/1

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the Tauranga Public Transport Joint Committee:

- (i) Receives the report "Chairperson's verbal update"

CARRIED

5 ACCEPTANCE OF LATE ITEMS

Nil

6 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

7 CHANGE TO ORDER OF BUSINESS

Nil

8 CONFIRMATION OF MINUTES**8.1 Minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022****COMMITTEE RESOLUTION TPT4/22/2**

Moved: Cr Andrew von Dadelszen
 Seconded: Commissioner Stephen Selwood

That the minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022 be confirmed as a true and correct record.

CARRIED**8.2 Minutes of the Tauranga Public Transport Joint Committee meeting held on 22 June 2022****COMMITTEE RESOLUTION TPT4/22/3**

Moved: Commissioner Stephen Selwood
 Seconded: Cr Paula Thompson

That the minutes of the Tauranga Public Transport Joint Committee meeting held on 22 June 2022 be confirmed as a true and correct record.

Staff confirmed that suggestions from the Wassung/Drummond presentation at the 22 June 2022 meeting regarding an electric shuttle trial and bus shelter design were being considered by staff and in the Regional Public Transport planning process.

CARRIED**9 DECLARATION OF CONFLICTS OF INTEREST**

Nil

10 BUSINESS**10.1 City Centre Action and Investment Plan - Public Transport Route Alignment**

Staff Alistair Talbot, Team Leader: Structure Planning & Strategic Transport; Robyn Scrimshaw, Urban Planner

Key points

- Four options had been assessed and presented previously to the Joint Committee; in response, the Joint Committee had requested TCC staff work with stakeholders including Bay of Plenty Regional Council on an alternative option, E. A multi criteria assessment of this additional route option had since been completed independently by the Stantec team and BOPRC and TCC staff had then worked through a comparative assessment of routes B and E. Route B (Durham Street) performed better from several perspectives – place, quality public transport and network integration.
- Based on this assessment and origin/destination analysis, Option B was confirmed by Council when the City Centre Action and Investment Plan was adopted.
- Noted that the delivery of laneway connections between Durham and Grey Streets was important to provide access for bus users to enable the benefits of public transport to be delivered.

In response to questions

- The laneways would provide pedestrian access between Grey and Durham Streets; detailed design work would be developed when the site was confirmed.
- Noted the next steps on the business case for the city centre hub location now preferred route was determined. CBD land was scarce and valuable. There was now a move towards a through-routing service which could mean an on-street facility rather than an off-street facility. Further discussion on size and scale was needed.

Discussion points raised

- The Committee acknowledged the work by staff in both organisations on this project; joint collaborative approach was commendable.
- Noted the use of laneways in other cities; would create vibrancy within the city and provide linkages throughout the commercial and retail centre.
- Noted that some private property might be affected.

COMMITTEE RESOLUTION TPT4/22/4

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the Tauranga Public Transport Joint Committee:

- Receives the 'City Centre Action and Investment Plan - Public Transport Route Alignment' report.
- Notes that the route alignment of Option B (Durham Street, Hamilton Street and the Strand) as being the preferred option for public transport through the City Centre and that this route is identified as such through the now adopted City Centre Action and Investment Plan.

CARRIED

10.2 Joint Project Updates Report

Staff Brendan Bisley, Director of Transport

Key points

- Taken as read, welcomed any questions on particular projects.

In response to questions

- Analytical emissions tool – the emissions tool considered operational emissions from vehicle kms travelled but did not take into account embedded/embodied emissions. This was tricky at a programme level; would need to take advice on what could provide a sensible output; possibly better to consider at the next level of the business case. Waka Kotahi had yet to provide any national advice.
- Noted that the BOPRC business case being finalised provided alignment with the TCC business case.
- In terms of dynamic load pricing, model outputs were due November, then would need strong advocacy with central government to move forward. The availability (or not) of a pricing tool could be vital to the way a transport system was designed.
- Tauriko West long-term business case – still working on understanding the technical network impacts; completion of the business case would allow Waka Kotahi to ask for the next stage of funding but there was an issue with affordability in the National Land Transport Plan.
- There was a current tender out for provision of bus shelters. “Funky” bus shelters costs were significantly higher than standard shelters.
- Concern expressed about lack of Joint Committee involvement before key public transport project/plan decisions were made – might be collaboration at staff level but not necessarily at the governance level. There could be opportunities for more workshopping with the Joint Committee. Noted that some projects might not yet be at a level for governance decisions.
- Ferry feasibility report – could be an opportunity (in conjunction with TBOP) to look at something between the cruise ships and the CBD; possibly look at a smaller trial with the cruise ships rather than the ferry concept going nowhere due to lack of infrastructure. A conversation was required with the TSP partners; possibly look at something on a smaller scale rather than a full-scale project.
- Arataki bus facility – the recent community meeting was not particularly large. All member of the Joint Committee should be invited to any future meetings. The community felt a sense of loss that their streetscape had been significantly changed; very clear that did not want to lose any of the green covering of the back of Bayfair. There was still an issue with buses idling in Leander Street; also concern about buses (including the Intercity buses) using Links Ave as a rat run when not stopping to pick up/drop off passengers. Noted that it was important for buses to get to the start of their run on time, therefore Not In Service (NIS) buses were using Links Ave, predominantly services that terminated in Farm St and then started their next route in the CBD. Should be using the state highway network; residents and Papamoa commuters also had to get places on time – same principles also applied to buses in terms of Links Ave usage.
- Need to keep St Johns site in consideration. Through-routing model would also help with reduction in bus layover requirements. Current planning required four stops for in-service buses and a fifth stop to allow buses to layover, which would also remove the need for buses to layover on residential streets.

Discussion points raised

- Noted importance of future proofing transport corridors when new residential developments occurred. Ensure sufficient room and install all the infrastructure including bus services before housing. Design needed to cater for early stage and long-term development. Previous development may not have had that focus on multi-modal opportunities.
- Had to get the best long-term outcome based on good science – no easy solution for Links Ave. Any vehicle designated as a bus could use the bus lane and could not be ticketed. If registered as a bus, a vehicle could legally go through Links Ave.
- Suggested it was also appropriate for staff to attend Arataki community meetings.

COMMITTEE RESOLUTION TPT4/22/5

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the Tauranga Public Transport Joint Committee:

- (i) Receives the Tauranga City Council and Bay of Plenty Regional Council Project Update Report – August 2022

CARRIED

11 DISCUSSION OF LATE ITEMS

Nil

12 PUBLIC EXCLUDED SESSION

RESOLUTION TO EXCLUDE THE PUBLIC

COMMITTEE RESOLUTION TPT4/22/6

Moved: Cr Paula Thompson

Seconded: Commissioner Stephen Selwood

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
<p>12.1 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022</p>	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(i) - The withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>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</p>
<p>12.2 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 22 June 2022</p>	<p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>s7(2)(i) - The withholding of the information is necessary to enable Council to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations)</p>	<p>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</p>

		withholding would exist under section 6 or section 7
12.3 - Parking Management Plan update and timelines	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	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

CARRIED

13 CLOSING KARAKIA

Ms Anahera Dinsdale closed the meeting with a karakia.

Resolutions transferred into the open section of the meeting after discussion

The meeting closed at 2.27pm, with a closing karakia provided by Ms Dinsdale.

The minutes of this meeting were confirmed as a true and correct record at the Tauranga Public Transport Joint Committee meeting held on 28 February 2023.

.....
CHAIRPERSON



Report To: Tauranga Public Transport Joint Committee

Meeting Date: 28 February 2023

Report Authoriser: Michael Seabourne – Director, Public Transport BOPRC

Tauranga City Council and Bay of Plenty Regional Council Project Update

Executive Summary

This report is to provide the Tauranga Public Transport Joint Committee with an update on the current progress, next steps and identified risks with key transport projects.

Recommendations

That the Tauranga Public Transport Joint Committee:

- 1 Receives the report, Tauranga City Council and Bay of Plenty Regional Council Project Update.**

1. Background

This Report outlines the progress being made in relation to key projects that Tauranga City Council and Bay of Plenty Regional Council (BOPRC) are leading and that are important to progressing public transport aligned to the direction provided by the Urban Form and Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan. The report also provides an update on key projects that Waka Kotahi New Zealand Transport Agency are leading which have a significant public transport component and which Tauranga City are involved.

2. Tauranga City Council

Of specific note relevant to Tauranga City Council lead projects are:

- a. The Parking Management Plan – The first stage of the parking changes were implemented prior to Christmas with the reintroduction of charges in the core CBD. Stage 2 will be implemented in November 2023 to allow time for bus services to be running at full schedule so they are viable alternatives for workers.

- b. Development of an analytical tool to forecast Tauranga City's future transport emissions under various scenarios is progressing. This tool will use inputs from the TSP Transport Emissions Study as 'levers' (e.g. mode shift; travel demand management; low carbon vehicle update) to test what emissions outcomes will result from 'pushing/pulling' each lever and allow assessment of the outcomes to be considered against future national level targets.
- c. Progress is being made with priority TSP business cases for projects such as Hewlett's Rd sub-area (Waka Kotahi lead), 15th/Hairini Causeway/Welcome Bay Road and Cameron Rd Stage 2. Engagement with the community and stakeholders is underway and the business cases are on track for delivery in 2023.
- d. The construction of the Takitimu North Link (TNL) project by Waka Kotahi is now underway. The operational matters of the potential for tolling, how managed lanes are to be provided and the revocation of the existing SH2 are still to be progressed by Waka Kotahi.
- e. The Tauriko Enabling Works Business Case was endorsed by both Tauranga City Council and by Waka Kotahi at their Board meeting in April 2022. Waka Kotahi will lead the delivery phase including consenting, property acquisition and construction project. Tendering of the construction contract is expected to occur in mid-2023.
- f. The Tauriko Long Term business case (Waka Kotahi lead) are continuing work to confirm the preferred option for the long-term transport improvements. The emerging preferred option Waka Kotahi is developing further is Option B - Offline (The transport system - Tauriko West (taurikofortomorrow.co.nz) and next steps include developing a staging plan for delivery. Waka Kotahi are investigating alternative funding sources to bring forward public transport connection between Tauriko and Cameron Road.

3. Bay of Plenty Regional Council

Of specific note relevant to Bay of Plenty Regional Council led projects are:

- a. The 2022-2032 Regional Public Transport Plan, titled "*Connecting the Bay! More Access, Less Carbon*" was adopted by the Public Transport Committee on 22 September 2022. This included the aspirational goal of achieving 20% public transport mode share during the life of the plan.
- b. The Public Transport Services & Infrastructure business case has produced a "PT Reference Case", which was presented to members of this committee on 22 August 2022 and was subsequently endorsed by the TSP Governance Group. The SSBC is now underway and is due to complete in October 2023.
- c. The Travel Demand Management project was awarded to Vitruvius/ via Strada. An initial draft programme and scoping study for the Western Bay has been produced. It is anticipated that this study will go to the 9 March meeting of the Regional Transport Committee for endorsement.
- d. The planning work for the Western Bay Network Refresh Phase 2 is reaching maturity. This refresh looks to optimise the bus frequency and routing, predominantly in the western suburbs, implemented at the same time as services revert to the "full timetable". The plan will be presented to the 21 March meeting of the Public Transport Committee, where staff will seek permission to consult with the public over the proposed changes. It will not be possible to implement the refresh until a full cohort of bus drivers is recruited.
- e. Work on the first two stages of the Bus Decarbonisation Feasibility Study is nearing completion. This provides a detailed summary of the current state, as well as a review of the various decarbonisation technologies and their potential

application to the Bay of Plenty context. The next phase of this work will see the production of a Programme Business Case to explore options further.

Attachments

Attachment 1 - Project Update August Joint PT Committee (20230228) [↓](#)

Projects Update – February 2023

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
<p>Bus Stop and Shelter Improvements Programme</p>	<ul style="list-style-type: none"> • The bus stop and bus shelter programme is underway. Staff have identified the first 150 locations for new shelters. Some objections were received at specific sites, but a hearings panel approved all sites for having shelters installed. • A further 100 sites have been identified but these sites have electrical clearance issues with overhead powerlines that are being discussed with PowerCo. Until this is resolved no shelters are possible. • The remaining inbound bus stops do not have sites that are suitable for shelters due to the lack of space, steep banks etc. Shelters in these locations would required extensive earthworks and retaining. • The bus stop improvement programme (new hardstand, replacement signs, general maintenance etc) has been tendered. There were delays in receiving bus boarding data to enable works to be prioritised at the busiest stops and ensuing appropriate levels of service. This programme of work will get underway 2023 (March) and likely take 12 months to complete across the city 	

Projects Update – February 2023

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Parking Management Plan - City Centre	<ul style="list-style-type: none"> the parking charges were re-introduced in late 2022 in the CBD as well as the berm parking ban to 11th Avenue. Stage 2 of the changes will be implemented for 1 November 2023 and this will include an extension of the paid parking area as well as a two hour limit on streets up to 11th Ave. The CBD changes were implemented in two stages to allow a return to full bus services in 2023 so there were viable alternatives for workers before the full parking changes. 	<ul style="list-style-type: none"> Further plans will be prepared for other parts of the city (the Mount, Greerton, Hospital precinct etc). These will be done in sequence with each one completed before starting the next. MRCagney have been engaged to start work on the Mount parking management plan which is underway.
Low-Cost Low Risk Projects (relevant to Public Transport)	<ul style="list-style-type: none"> There are no specific low-cost low risk projects at this stage that have PT components, but staff will report on specific projects as they arise during delivery of the low-cost low risk programme. 	<ul style="list-style-type: none"> TCC staff will report on any projects with PT aspects.
Western Bay Network Refresh Phase 2 Service changes to better match service supply to demand and to improve legibility for passengers	<ul style="list-style-type: none"> Planning work reaching maturity, with costed options ready for presentation to the Public Transport Committee Public consultation is being designed, subject to permission from the PTC to engage with the community Bus driver numbers are increasing but are still not at the level necessary to return to a “full” timetable. Discussions held with TCC colleagues to understand infrastructure implications. 	<ul style="list-style-type: none"> The ongoing challenges with bus driver recruitment presents a deliverability risk. Public consultation to be undertaken in April (once approved by the PTC).
Travel Demand Management and Behaviour Change	<ul style="list-style-type: none"> A scoping study for the Western Bay has been produced. 	<ul style="list-style-type: none"> The scoping study will go to 9 March meeting of the Regional Transport Committee for endorsement.

Projects Update – February 2023

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Policy		
Regional Public Transport Plan 10 year view of public transport policy required under the Land Transport Management Act 2023	<ul style="list-style-type: none"> The 2022-2032 Regional Public Transport Plan, titled “Connecting the Bay! More Access, Less Carbon” was adopted by the Public Transport Committee on 22 September 2022. 	<ul style="list-style-type: none"> The plan now moves into the implementation and monitoring phase.
Regional Land Transport Plan (RLTP)	<ul style="list-style-type: none"> Draft timeline received from Waka Kotahi. Variation to RLTP to include Western Corridor Growth Management – Tauriko West DBC approved by the Regional Transport Committee on 19 May 2022. 	<ul style="list-style-type: none"> Formulation of project plan for the next RLTP.
Priority Projects		
Transport Emissions Reduction analysis Analysis of Urban Form and Transport Initiative (UFTI) & Western Bay of Plenty Transport System Plan (TSP) emissions work relative to emerging Government policy direction.	<ul style="list-style-type: none"> A Transport Emissions Projection assessment tool has been developed based on the Transport System Plan. This tool enables the impact of different levers (e.g., mode shift; travel demand management; low carbon vehicle update) to be tested to identify the impact on transport emissions relative to the baseline (TSP programme of activities) and the Governments Emissions Reduction Plan to be understood. 	<ul style="list-style-type: none"> The tool will be important to informing the options assessment associated with developing future transport programmes like the Transport System Plan (version 2). The emissions analysis will be incorporated into the TCC Sustainability Strategy and Climate Change Action Plan which are currently under development.
Dynamic Road Pricing Managed by Waka Kotahi with close coordination with Tauranga City Council this proof-of-concept study seeks to: <ul style="list-style-type: none"> Create insights about using pricing to 	<ul style="list-style-type: none"> The Study output is intended to be a proof-of-concept report. The report will include: <ul style="list-style-type: none"> Transport analysis. This will be undertaken in two phases so that the transport model parameters can be adjusted as the analysis progresses; and 	<ul style="list-style-type: none"> Next steps are to conclude the Stage 1 analysis, consider those outputs and confirm how they influence the Stage 2 testing which it is anticipated to focus on: <ul style="list-style-type: none"> Modelling that represents the dynamic nature of pricing in more detail;

Projects Update – February 2023

<p>optimise current road infrastructure assets/capacity of networks and services; and</p> <ul style="list-style-type: none"> • Model the net revenue implications for local reinvestment in transport services and solutions. 	<ul style="list-style-type: none"> ○ Economic assessment. This will include considering road pricing revenues and costs, equity and affordability, optimisation of networks and vehicles and travel modes. <ul style="list-style-type: none"> • The report will include early analysis (rather than advice) about revenue ownership, decision making about use of revenues and sunk tolling costs that need to be recovered (recovered currently by existing tolling revenue streams). • Stage 1 scenario testing is progressing. This focuses on modelling to explore the broad range of concepts (e.g. cordan; distance) to understand the type and range of pricing outcomes. 	<ul style="list-style-type: none"> ○ Refining the concepts or creating a new or hybrid concept to those tested in Stage 1 for testing is Stage 2 for more detailed analysis.
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Projects Update – February 2023

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Business Cases		
<p>Public Transport Services & Infrastructure Proposed and prioritised 10 year services and infrastructure investment strategy to deliver the UFTI medium scenario</p>	<ul style="list-style-type: none"> The BC details what needs to be delivered in terms of services and infrastructure to increase the uptake of PT over the next 10 years. While the focus will be on delivery in the short and medium term, the business case has a 30-year outlook to ensure all infrastructure interventions are being considered and not being discounted due to the 10 year delivery timeframe. “PT Reference Case” was presented to members of this committee on 22 August 2022 and was subsequently endorsed by the TSP Governance Group. BECA were appointed in late 2022 to undertake the SSBC. The project team are currently finalizing the methodology and developing a communications and engagement plan. Benchmark modelling is currently being undertaken to identify any opportunities to optimize the Reference Case. 	<ul style="list-style-type: none"> There is substantial crossover with other projects/business cases. It is essential that information is passed efficiently between projects to ensure consistent outcomes. Insufficient PT priority presents the most substantial risk to the delivery of his project. Working closely with other project teams helps mitigate this risk.
<p>Bus facility – Arataki Project to confirm the permanent bus facility for the Arataki area</p>	<ul style="list-style-type: none"> This project is currently to hold pending are view of bus services following a meeting between ACLG members and Regional Councillors. 	<ul style="list-style-type: none"> The bus services need to be confirmed before this study can continue.

Projects Update – February 2023

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Ōmokoroa Ferry	<ul style="list-style-type: none"> Draft feasibility study was completed in June 2022. A supplier is currently being procured to complete this study 	<ul style="list-style-type: none"> Procure a supplier
Bus Facility – City Centre (permanent) An improved City centre bus facility is identified as important in UFTI, the TSP and the Te Papa Spatial Framework.	<ul style="list-style-type: none"> Abley Consultants have been awarded the contract to develop a business case of the future CBD PT facilities Partners have agreed a preferred PT corridor. 	<ul style="list-style-type: none"> Consultation with the businesses and stakeholders is underway. The study is looking at 3-4 on road facilities along the PT corridor rather than a single facility in the CBD.
Cameron Road – Stage 2 A multi-modal improvement project for Cameron Road, between 17th Ave (end of Cameron Road Stage 1) and Pyes Pa road, through Barks Corner. This project supports the delivery of the urban development identified by the Te Papa Spatial Plan and at Tauriko West.	<ul style="list-style-type: none"> The business case is underway and the consultants team have held initial consultation with stakeholders, mana whenua and other affected parties. A short list of options is emerging and will be consulted with the community 	<ul style="list-style-type: none"> Draft DBC by end of 2023 will enable detailed design procurement to get underway early 2024, if funding permits.

Projects Update – February 2023

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
15th Ave/Hairini causeway/Welcome Bay A business case for the 15th Ave/Hairini causeway/Welcome Bay corridor, to identify the preferred route and associated concept design and delivery approach (e.g. staging & sequencing).	<ul style="list-style-type: none"> The Detailed Business Case (DBC) is underway with Stantec being engaged. Initial consultation has been completed with the community and stakeholders. Delivery of the business case is planned for late 2023. The team involved with this project are working closely with the other large business cases to ensure they are aligned projects. 	<ul style="list-style-type: none"> The area being investigated has significant limitations due to the topography, notable trees and the potential impacts on the estuary. The cost of any proposed options may be significantly higher than initially estimated due to the complexity of working in a marine environment.
Accessible Streets – Area A Primary cycle route facilities: Accessible Streets programme for the Mount- Pāpāmoa-CBD connections	<ul style="list-style-type: none"> No update. 	<ul style="list-style-type: none">
Accessible Streets – Area B Primary cycle route facilities: Accessible Streets programme for Otūmoetai-Bellevue-Brookfield connections	<ul style="list-style-type: none"> Initial community consultation on Options has been completed and further consultation will commence in march/April on a preferred option. The business case is planned to be completed later this calendar year. 	<ul style="list-style-type: none"> The initial stage of the contract will allow development of the 30% design which will be sufficient for consultation of the option and completion of the business case. Need to ensure integration of cycle options with other modes e.g. how to integrate cycle facilities in the corridor with bus facilities (e.g. stops and shelters). The corridor has conflicting modes so integration between them will need to be carefully managed.

Projects Update – February 2023

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
<p>Eastern Corridor Transport Planning (Te Tumu & Wairakei) A number of transport focused workstreams remain underway related to the Te Tumu structure planning process, Wairakei Town Centre development and the Papamoa Eastern Interchange (PEI).</p>	<ul style="list-style-type: none"> • A number of transport-focused workstreams remain underway related to the Te Tumu structure planning process, Wairakei Town Centre development and the Papamoa Eastern Interchange (PEI), these include: <ul style="list-style-type: none"> ○ Continued development of the detailed design for the • PEI to provide access onto the Tauranga Eastern Link to provide for development of the Wairakei Town Centre area and for Te Tumu in the future. • Through the LTP it was agreed to bring forward delivery of the PEI, subject to revision of the Housing Infrastructure Fund (HIF) application. HIF funding has now been confirmed by Waka Kotahi. • Development of the required Waka Kotahi business case to confirm the availability of the National Land Transport Fund to support implementation of the transport system for the Wairakei Town Centre and Te Tumu growth areas. • Transport planning workstreams associated with Te Tumu structure planning are well advanced. The structure plan includes dedicated public transport lanes on The Boulevard through Te Tumu to the Wairakei Town Centre, high-quality walking and cycling connections, and general traffic lanes and will 	<ul style="list-style-type: none"> • Deliver the Te Tumu and Wairakei Town Centre transport infrastructure business case. • Complete Te Tumu structure planning workstreams and funding negotiations with developers / landowners. This work is informed by the Waka Kotahi business case. • Complete the final stages of developing concept designs for The Sands Ave and part of Te Okuroa Drive within the Wairakei Town Centre. This work is being undertaken with Bluehaven and will inform the Waka Kotahi business case. • Ongoing work to confirm the funding and financing approach to deliver the required infrastructure.

Projects Update – February 2023

	guide the development of the Waka Kotahi business case.	
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Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
<p>Western Corridor (SH29 Tauriko / Tauriko West) <u>Tauriko Enabling Works Business Case</u> • The Enabling Works business case seeks to enable the Tauriko West urban growth area (UGA) to be opened for approximately the first 2,000 households.</p> <p><u>Tauriko Long-Term Business Case</u> A Waka Kotahi lead business case to confirm the long-term transport solution for the western corridor. A key focus is on the state highway 29 including SH29A between the Takitimu Intersection and Barks Corner, but also public transport solutions, walking and cycling, and local road networks.</p>	<p><u>Tauriko Enabling Works (EW) Business Case</u> • Following approval of the Business Case in February 2022 the pre-implementation phase (property acquisition and detailed design) has been progressing and is led by Waka Kotahi while working closely with Council staff.</p> <p>Tauriko Long-Term Detailed Business Case ○ Waka Kotahi NZ Transport Agency continues to working towards confirming the preferred option for the long-term transport improvements. ○ Waka Kotahi has continued to further develop Option B – Offline (The transport system - Tauriko West (taurikofortomorrow.co.nz). ○ The analysis has identified that Option B offers improvements for mode shift; with walking, cycling and high frequency public transport connections through the area; protects the freight route and improves safety</p>	<p>• Next steps include: ○ A tender for the construction works is planned for Q2 of this year. Land purchase negotiations are ongoing. ○ Seek resolution to the Judicial Review received from Tauriko Crossing Limited to the Waka Kotahi and TCC decisions related to the business case.</p> <p>Next steps include: ○ TCC to continue to work closely with Waka Kotahi to support them to confirm the long-term preferred option, this includes: ○ Further consideration of Waka Kotahi staging options and the assessment of these (e.g. impact on the agreed Settlement Pattern; local network operations; wider transport investment programme). This is key information that has taken longer and required more testing than originally anticipated by the Waka Kotahi team. ○ Further investigation of a public transport facility near Tauranga Crossing and associated</p>

Projects Update – February 2023

	<p>with a new four lane state highway alongside the existing SH29 and SH29A (offline).</p> <ul style="list-style-type: none"> ○ Waka Kotahi’s ongoing analysis is focused on identifying approach to staged delivery of Option B, further concept design development (e.g. walking & cycling elements and connections; public transport priority and facilities; network alignment). Transport modelling to advise on network performance and benefits associated with the developing concept and proposed staged delivery is ongoing. 	<p>public transport priority options to support the multi-modal objectives of the project.</p> <ul style="list-style-type: none"> ○ Work continues between Waka Kotahi and TCC on the opportunity to align the Resource Management Act processes (e.g. Notice of Requirement for Option B) and Plan Change process for growth in the Western Corridor. ○ The Emissions Reduction Plan (ERP) will impact the project.
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Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
<p>Hewletts Road Sub-Area Business Case This is a Waka Kotahi NZ Transport Agency led project which is to confirm the preferred option for the Hewletts Road sub-area (e.g. Hewletts Rd/ Totara St/ Hull Rd / Maunganui Rd).</p>	<ul style="list-style-type: none"> • The business case is underway with the project heading towards confirmation of the short list options. • Consultation has been underway with affected parties and stakeholders during the initial phase of the business case process. 	<p>Key next steps include:</p> <ul style="list-style-type: none"> • The short list options will be taken forward and the business case completed this calendar year. • This project is working closely with the other 3 large business cases to ensure they are coordinated and consider the impacts of the overall network changes correctly.
<p>State Highway 2 North (Waihi To Tauranga) including the Takitimu North Link & 15th Avenue on-ramp</p> <p>This is a Waka Kotahi NZ Transport Agency led project for the construction of Stage One from Tauranga to Te Puna, including the 15th Avenue on-ramp, and route protection of Stage Two, a 7km extension between Te Puna and Omokoroa. Since the original Government decision,</p>	<ul style="list-style-type: none"> • Construction is underway on the TNL project. 	<p>Waka Kotahi are still to confirm their process for considering matters like:</p> <ul style="list-style-type: none"> • The potential tolling of TNL (programmed for 2023) • A tender process has been underway to appoint a consultant for the revocation of the existing State Highway 2 through Bethlehem and Te Puna that is bypassed by the project.

Projects Update – February 2023

<p>Waka Kotahi have introduced a new project to investigate and design short to medium term safety improvements (e.g. wide centrelines and intersection safety improvements) on the existing alignment between SH2/Omokoroa intersection and Te Puna over 2021/22 – 2022/23.</p>		
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Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Bus Decarbonisation Feasibility Study	<ul style="list-style-type: none"> Phase 1 (benchmarking) and Phase 2 (market review) are broadly complete, pending internal review. 	<ul style="list-style-type: none"> Procure a supplier to produce a Programme Business Case to further explore options.