

Tauranga and Western Bay of Plenty Transport Committee Agenda

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

Friday 14 February 2025 COMMENCING AT 3:00pm

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 and Western Bay of Plenty Transport Committee

Membership

Chairperson (BOPRC) <i>Alternating between BOPRC and TCC</i>	Cr Andrew von Dadelszen
Deputy Chairperson (TCC) <i>Alternating between BOPRC and TCC</i>	Cr Rick Curach
Members	
Bay of Plenty Regional Council (x2)	Cr Andrew von Dadelszen Cr Paula Thompson Cr Kat Macmillan (<i>Alternate</i>)
Tauranga City Council (x2)	Cr Glen Crowther Cr Rick Curach Cr Rod Taylor (<i>Alternate</i>)
Western Bay of Plenty District Council (x1)	To be confirmed
External Member (non-voting) Representation	
Waka Kotahi NZ Transport Agency	Susan Collins
Western Bay of Plenty Transport Partnership (TSP)	Shaun Jones
Quorum	Three members, consisting of more than half the number of voting members.
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 TCC and BOPRC on an annual basis.

Purpose

Provide effective political governance of an integrated transport system across the Tauranga and Western Bay of Plenty subregion through joint recommendations.

Ensure co-ordinated decision-making for effective delivery of transport initiatives that addresses system-wide benefits, risks and strategic priorities for the community.

Role

The Tauranga and Western Bay of Plenty Transport Committee is a joint committee of Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council that reports to the respective Councils.

The area covered by the Joint Committee extends to the Tauranga City Council and Western Bay of Plenty District Council boundaries.

The primary role of the Joint Committee is to deliver effective governance of the subregional transport system; providing advice and direction back to the Councils in order to achieve an integrated transport system and enhanced community value.

Functions within the scope of the Joint Committee include, but are not limited to:

- Enabling integrated transport system thinking and decision making for the Tauranga and Western Bay of Plenty subregion.
- Ensuring transport decision making in the Tauranga and Western Bay of Plenty subregion delivers on the transport and land use outcomes set out in the SmartGrowth Strategy and Future Development Strategy, the Urban Form and Transport Initiative (UFTI) Programme Business Case and Tauranga Transport System Plan (TSP).
- Providing governance level community engagement opportunities on the subregional transport system.
- Preparing and reviewing a Tauranga and Western Bay of Plenty integrated transport work programme.
- Receiving reporting on the performance of the Tauranga and Western Bay of Plenty transport system, including public transport services and strategic infrastructure delivery, and making recommendations for improvement.

For the avoidance of doubt, the Joint Committee's role does not include:

- Transport matters considered to be of a routine nature related to the statutory functions of the respective Councils and not of collective interest.
- Adopting, varying or renewing the Regional Land Transport Plan or Regional Public Transport Plan, which are functions of the Regional Council.

Reports to the Joint Committee will be prepared in partnership between the councils. Where differences of view at officer level are apparent, these will be clearly set out in order for Committee Members 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 any 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 all councils.

Power to Recommend

The Tauranga and Western Bay of Plenty Transport Committee recommends and reports directly to the respective councils on all transport matters, with the following exceptions:

- Recommendations to the Regional Public Transport Committee on Tauranga and Western Bay of Plenty public transport matters to be considered as part of the Regional Public Transport Plan process; and
- Recommendations to the Regional Transport Committee on Tauranga and Western Bay of Plenty land transport matters to be considered as part of the Regional Land Transport Plan process.

The updated Terms of Reference was adopted by:

- *Tauranga City Council on 9 December 2024*
- *Bay of Plenty Regional Council Toi Moana on 11 December 2024*
- *Western Bay of Plenty District Council - pending*

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.

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 - 7 November 2024** **7**
- 8. Reports**
 - Decisions Required**
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- 9. Consideration of Items not on the Agenda**



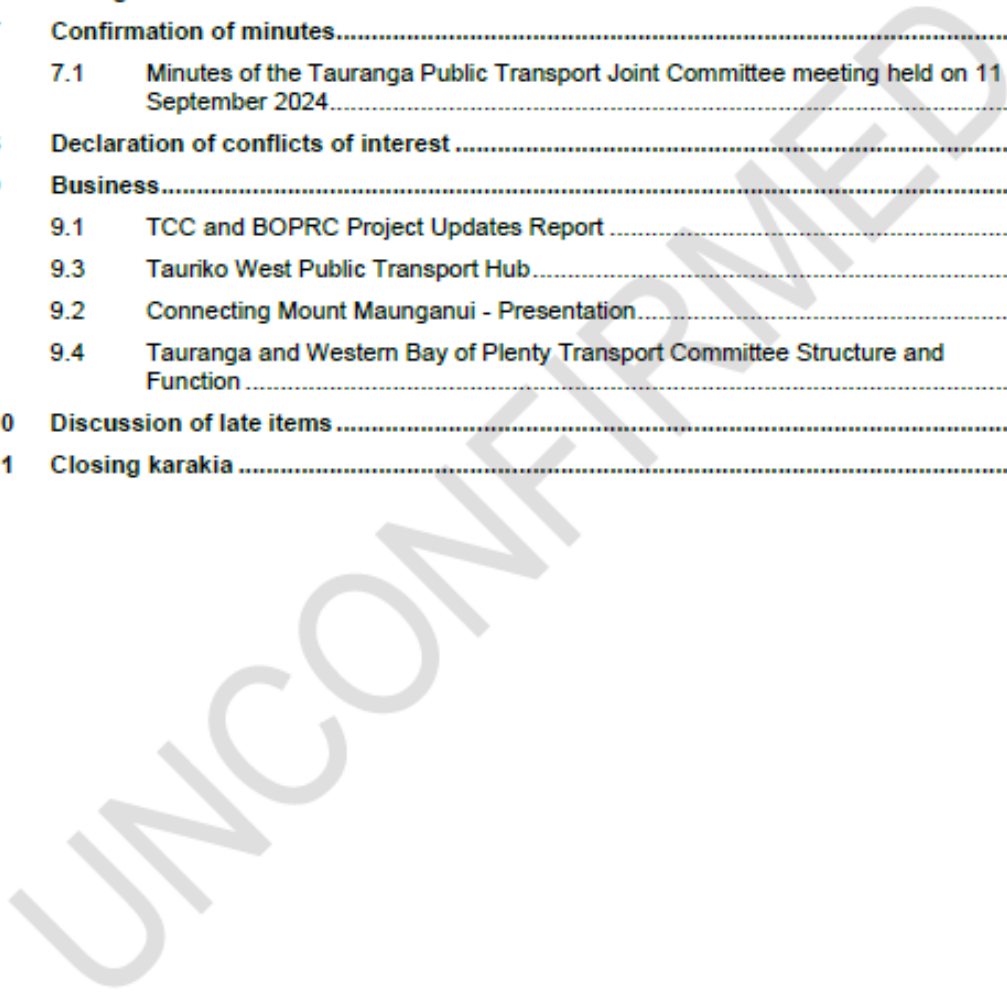
MINUTES

**Tauranga Public Transport Joint
Committee meeting
Thursday, 7 November 2024**

UNCONFIRMED

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**MINUTES OF TAURANGA CITY COUNCIL
TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MEETING
HELD AT THE BOP REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE,
1 ELIZABETH STREET, TAURANGA ON THURSDAY, 7 NOVEMBER 2024 AT 1PM**

- PRESENT:** Cr Rick Curach (Chairperson), Cr Paula Thompson, Cr Andrew von Dadelszen, Cr Glen Crowther, Cr Rod Taylor (Alternate)
- IN ATTENDANCE:** Tauranga City Council
Cr Marten Rozeboom, Shawn Geard (City Centre Infrastructure Lead), Colm Hartigan (Principal Planner: Transport), Coral Hair (Manager: Democracy & Governance Services), Aimee Aranas (Governance Advisor)
- Bay of Plenty Regional Council
Andrew Williams (Manager: Transport Planner), Matthew Kilpatrick (Senior Transport Planner)
- EXTERNAL:** Susan Collins (NZTA – Regional Manager System Design (Acting) Waikato Bay of Plenty Transport Services), Ben McPherson (NZTA - Project Lead: Connecting Mount Maunganui), Shaun Jones (TSP: Programme Manager)

1 OPENING KARAKIA

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

The Chairperson advised that item 9.3 would be addressed before item 9.2.

7 CONFIRMATION OF MINUTES**7.1 Minutes of the Tauranga Public Transport Joint Committee meeting held on 11 September 2024****COMMITTEE RESOLUTION TPT4/24/1**

Moved: Cr Andrew von Dadelszen

Seconded: Cr Glen Crowther

That the Minutes of the Tauranga Public Transport Joint Committee meeting held on 11 September 2024 be confirmed as a true and correct record.

CARRIED**8 DECLARATION OF CONFLICTS OF INTEREST**

Nil

9 BUSINESS**9.1 TCC and BOPRC Project Updates Report**

Staff Shawn Geard (City Centre Infrastructure Lead) (TCC)
Andrew Williams (Manager: Transport Planner) (BoPRC)

Key Points

- The report was taken as read.
- Staff were thanked for a comprehensive report that also identified the key risk areas.
- It was noted that a number of the projects needed to go back to Tauranga City Council for approval. It was questioned if Tauranga City Council's (TCC) Annual Plan would have a significant impact on the development of these projects.
- The financial future of transport projects was deemed to be too uncertain. It was questioned if there were other financial routes, other than New Zealand Transport Agency (NZTA) funding, that could be pursued such as Smartgrowth funding or an external financing plan.
- It was believed the decision to pursue future projects that did not have government funding were too risky, especially when public interest in the projects was considered low.
- It was felt the farebox recovery was too low for the On Demand Bus trial and that the low fares were not sustainable long term. It was requested that the fare prices be reviewed. Staff could increase the fares of the On Demand Bus trial if it was needed to create sustainability to the trial.
- Staff confirmed that the current cross-council relationship was stronger and better when compared to the past. The staff believed that there was strong sense of collaboration amongst them.

Requests from Councillors

- That staff review the On Demand Bus Trial fares. It was noted that the Public Transport Committee would be reporting back on this issue at their 19 November 2024 meeting.

COMMITTEE RESOLUTION TPT4/24/2

Moved: Cr Andrew von Dadelszen

Seconded: Cr Glen Crowther

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "TCC and BOPRC Project Updates Report".

CARRIED

9.3 Tauriko West Public Transport Hub

Staff Shawn Geard (City Centre Infrastructure Lead) (TCC)

Key Points

- The report was taken as read. It was noted that there was still significant portions of the paper that would need to be reported back on after the NZTA board meeting.
- The Tauriko West Public Transport Hub (Tauriko PT Hub) was part of a larger business case that would be presented to the NZTA Board in early December 2024.
- It was questioned if it was necessary for both on-street and off-street options to be studied at the same time. It was believed that the project should either be expedited for the on-street option or have the off-street option delayed until there was a better funding environment.

Requests from Councillors

- In relation to recommendation (d) of the report: that staff provide a cost break down summary from the continuation of exploring the Off-Street or On-Street option.

COMMITTEE RESOLUTION TPT4/24/3

Moved: Cr Glen Crowther

Seconded: Cr Paula Thompson

That the Tauranga Public Transport Joint Committee:

- Receives the report "Tauriko West Public Transport Hub".
- Notes that the planned Tauriko West Public Transport Hub (PT Hub) did not receive funding sought through the National Land Transport Plan 2024-2027 (NLTP) for construction.
- Notes that NZTA intends to submit macro scope options for the Tauriko West Road of National Significance project to the NZTA board on 12th December 24. This Board decision will confirm the PT aspects of the RONS project and what elements are included or excluded. The decision of the NZTA Board will help to clarify the overall investment direction for public transport in this area.
- The Committee agrees and endorses proceeding with the Taurikura Drive Upgrade providing for either an Off-Street or On-Street option until a decision is reached by TCC and NZTA on which option is taken forward for implementation, noting this will include obtaining endorsement from this committee.

CARRIED

9.2 Connecting Mount Maunganui - Presentation

External Ben McPherson (NZTA Project Manager: Connecting Mount Maunganui)
Shaun Jones (TSP)

PowerPoint Presentation

Key Points

- The NZTA Project Manager provided the Committee with an update of the Connecting Mount Maunganui Project and its future direction.
- There had been no discussion around how the revenue from the T3 enforcement would be distributed.
- From a management perspective, it was felt TCC was entitled to some of the revenue because of the operational costs of running the Tauranga Transport Operations Centre.

- T3 managed lanes were the preferred option, and were endorsed by TCC staff because they had less of a domino effect when cars merges back into the main lanes.
- Statistics showed that a T2 managed lane would target 22% of cars whereas a T3 managed lane would target 5% of cars. A T2 managed lane option would also be competing with bus travel times which was not considered optimal to the public transport network.
- Managed lanes could be enforced through high resolution cameras that took front and side photos. These cameras also had thermal imaging capabilities.
- It was not considered cost effective or future-proofing to install bus lanes along Maunganui Road due to patronage and the number of buses that traveled along Maunganui Road.

Requests from Councillors

- That Benefit Cost ratios for the bus lanes along Maunganui Road be provided to the Committee Members.

COMMITTEE RESOLUTION TPT4/24/4

Moved: Cr Andrew von Dadelszen

Seconded: Cr Glen Crowther

That the Tauranga Public Transport Joint Committee:

- Receives the report "Connecting Mount Maunganui – Presentation".

CARRIED

Attachments

- Updated Connecting Mount Maunganui Presentation - NZTA

9.4 Tauranga and Western Bay of Plenty Transport Committee Structure and Function

Staff Shawn Geard (City Centre Infrastructure Lead)

External Shaun Jones (TSP Programme Manager)

Key Points

- It was requested that a member from the Western Bay of Plenty Transport System Plan (TSP) was added to the Committee as a non-voting member.
- It was confirmed that a report would be taken back to Bay of Plenty Regional Council, Tauranga City Council, and Western Bay of Plenty District Council (WBOPDC) to adopt the proposed Terms of Reference. This report would be taken back to the respective councils in 2024 so that in 2025, the Committee could start with the new members from Western Bay of Plenty District Council and TSP.
- All communication with WBOPDC staff had been through staff at TSP. The latest update from Mr Shaun Jones was that staff were discussing the prospect of joining the Tauranga Public Transport Joint Committee.

COMMITTEE RESOLUTION TPT4/24/5

Moved: Cr Glen Crowther

Seconded: Cr Paula Thompson

That the Tauranga Public Transport Joint Committee:

- Receives the report "Tauranga and Western Bay of Plenty Transport Committee Structure and Function".
- Recommends to the Bay of Plenty Regional Council and Tauranga City Council that the revised terms of reference set out in attachment 1 be adopted with the addition of

Tauranga Public Transport Joint Committee meeting minutes

7 November 2024

a representative from the Western Bay of Plenty Transport System Plan as an external non-voting member.

- (c) That Western Bay of Plenty District Council be invited to join the new committee and asked to adopt these terms of reference.

CARRIED**10 DISCUSSION OF LATE ITEMS**

Nil

11 CLOSING KARAKIA**The meeting closed at 2:41pm.**

.....
Cr Rick Curach
CHAIRPERSON

UNCONFIRMED



Report To:	Tauranga and Western Bay of Plenty Transport Committee
Meeting Date:	14 February 2025
Report Writer:	Claudia Cameron, Transport Planner
Report Authoriser:	Steve Groom, Governance Manager Oliver Haycock, Director, Public Transport
Purpose:	To advise the Tauranga and Western Bay of Plenty Transport Committee (the Committee) of changes to the Terms of Reference and membership.

Governance Matters: Terms of Reference and Membership Updates

Executive Summary

This report advises the Committee of the updated Terms of Reference (TOR) and notes the Committee membership.

The Tauranga and Western Bay of Plenty Transport Committee (previously the Tauranga Public Transport Joint Committee) approved updated TOR at its meeting on 7 November 2024. Subsequently the updated TOR were adopted by Tauranga City Council (TCC) on 9 December 2024 and by Bay of Plenty Regional Council Toi Moana (BOPRC) on 11 December 2024.

The updated TOR changed the name of the Committee, extended the scope of the Committee and increased membership to include Western Bay of Plenty District Council (WBOPDC) and the Western Bay of Plenty Transport Partnership (TSP).

The TOR will be presented to WBOPDC for Council consideration in early 2025.

Recommendations

That the Tauranga and Western Bay of Plenty Transport Committee:

- 1 Receives the report, Governance Matters: Terms of Reference and Membership Updates;**
- 2 Notes the updated Terms of Reference as attached to this report;**

3 Notes the membership of the committee as contained in the attached Terms of Reference.

1. Background

This report is administrative in nature and notes the adopted Terms of Reference and changes to committee membership.

2. Committee Updates

2.1 Terms of Reference

The updated TOR were approved by this Committee at the meeting on 7 November 2024. The approved TOR were subsequently adopted by TCC on 9 December 2024 and by BOPRC on 11 December 2024.

The updated TOR includes a change to the Committee's name, becoming the Tauranga and Western Bay of Plenty Transport Committee. The scope of the Committee is extended to cover the entire transport system (not just public transport), with the geographic scope broadened to the whole Western Bay of Plenty sub-region. Membership has also been extended to include WBOPRC and TSP, with representatives for each organisation outlined below.

It is noted that the TOR are yet to be approved by WBOPDC at a meeting of Council.

The updated TOR are provided in Attachment 1.

2.2 Membership

Membership of the Tauranga and Western Bay of Plenty Transport Committee is as follows:

- BOPRC:
 - Cr Andrew von Dadelszen (*Chair*)
 - Cr Paula Thompson
 - Cr Kat Macmillan (*Alternate*)
- TCC:
 - Cr Rick Curach (*Deputy Chair*)
 - Cr Glen Crowther
 - Cr Rod Taylor (*Alternate*)
- WBOPDC:
 - To be advised
- NZ Transport Agency Waka Kotahi:
 - Susan Collins (*non-voting member*)

- Western Bay of Plenty Transport Partnership (TSP):
 - Shaun Jones (*non-voting member*)

2.3 Chairing and Administration

The appointment of the Chair and Deputy Chair, and associated administrative support, are to be rotated on an annual basis between TCC and BOPRC. For 2025, Cr Andrew von Dadelszen will assume the Chair with BOPRC governance undertaking administrative support.

BOPRC Standing Orders will apply for the duration of BOPRC's administration of the Committee. Standing Orders can be found at the following link: [BOPRC Standing Orders 2022-2025](#)

2.4 Meeting Dates

Below are the 2025 meeting dates:

- Friday, 14 February
- Friday, 11 April
- Friday, 30 May
- Friday, 22 August

This Committee will not meet during the local body election period.

3. Considerations

3.1 Risks and Mitigations

This report is administrative, there are no significant risks associated with this report.

3.2 Climate Change

This report is administrative, there is no need to consider climate change impacts.

3.3 Implications for Māori

This report is administrative, there is no need to consider the implications for Māori.

3.4 Community Engagement

Community Engagement was not required.

3.5 Alignment with Strategic Framework

This matter aligns with the BOPRC strategic framework.

3.6 Financial Implications

There are no material unbudgeted financial implications and this fits within the allocated budget.

4. **Next Steps**

At a future Council meeting of WBOPDC, staff will be presenting the updated TOR to seek approval and the appointment of a representative. Following this, the associated administrative actions will be undertaken by BOPRC Governance staff.

Attachments

Attachment 1 - Tauranga and Western Bay of Plenty Transport Committee Terms of Reference [↓](#)

Tauranga and Western Bay of Plenty Transport Committee

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- Providing governance level community engagement opportunities on the subregional transport system.
- Preparing and reviewing a Tauranga and Western Bay of Plenty integrated transport work programme.
- Receiving reporting on the performance of the Tauranga and Western Bay of Plenty transport system, including public transport services and strategic infrastructure delivery, and making recommendations for improvement.

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- Bay of Plenty Regional Council Toi Moana on 11 December 2024
- Western Bay of Plenty District Council – pending



Report To:	Tauranga and Western Bay of Plenty Transport Committee
Meeting Date:	14 February 2025
Report Writer:	Matthew Kilpatrick, Senior Transport Planner (BOPRC) and Colm Hartigan, Principal Transport Planner (TCC)
Report Authoriser:	Oliver Haycock, Director, Public Transport
Purpose:	Provides updates on key transport projects led by TCC, BOPRC, WBOPDC and NZTA.

Joint Public Transport Projects Update

Executive Summary

This report provides update, highlighting progression, challenges, risks, and opportunities regarding projects that Tauranga City Council (TCC), Bay of Plenty Regional Council (BOPRC), Western Bay of Plenty District Council (WBOPDC) and New Zealand Transport Agency (NZTA) are undertaking with an effect on transport outcomes within Tauranga and the Western Bay subregion.

Recommendations

That the Tauranga and Western Bay of Plenty Transport Committee:

- 1 Receives the report, Joint Public Transport Projects Update.**

Tauranga City Project Updates

1.1 Tauranga City Centre Bus Stops

The Tauranga City Centre Bus Stops project (new bus interchange on Durham Street South) is progressing well with key contracts awarded and site possession issued on 17 January 2025. The project remains on track, with key milestones progressing as planned.

The programme of works includes a 60-working-day construction period, with an expected commissioning on 28 April 2025. Additionally, the construction of the new Intercity stop on Elizabeth Street has been deferred to FY2025/26.

1.2 **Connecting the People (15th Ave/Turret/Welcome Bay)**

The Single Stage Business Case (SSBC) has been completed and formally approved by TCC on 6 August 2024. An NZTA endorsement decision is expected in February 2025. Preliminary investigation works on the bridge are complete, and the procurement strategy is pending Council endorsement. The constructability review, cost estimates, and risk evaluations review are ongoing.

Stage 2 remains on hold, with a status review planned for mid-2025, while the impact of new utilities scope (11kV & 33kV) and conflicts is being assessed.

While Stage 1 of the project can be managed within the current budget, securing additional funding from NZTA remains critical to progressing the full project scope.

1.3 **Cameron Road Stage 2**

The project is facing significant delays, with the Detailed Design phase put on hold as of September 2024. Construction completion has been pushed from 2030 to 2032, and there is no funding allocation for FY26/27, as the project is not listed in the 2024-27 NLTP, and the original business case was not approved by NZTA.

To address these challenges, governance approved the reworking of the Detailed Business Case (DBC), with a consultant engaged to undertake the rework. This work is on track for completion by February 2025.

The Tauranga City Council City Futures Committee will decide on 17th February 2025 on whether alternative funding sources are to be investigated to continue with the project, or whether the project goes 'on hold' following the completion of the reworked DBC until the next NLTP cycle.

1.4 **Arataki PT Facility**

The project is now complete with a formal opening and blessing held on 9 December 2024. Some minor remedial works are taking place which will not impact the operation of the facility.

1.5 **Te Tumu Urban Growth Area/Wairakei & PT**

Several 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:

- Te Tumu and Wairakei transport infrastructure business case: The SSBC was completed but did not receive funding for subsequent phases through the NLTP. The Wairakei Town Centre element of this project is being developer delivered. The Te Tumu element is a greenfield area which requires plan changes and major investment, which is planned to commence in the next 5 - 10 years. Staging and design reviews will be considered moving forward.
- Te Okuroa Drive (TOD) extension: Development of a temporary/interim design for the TOD extension (between Sands Ave and Te Tumu boundary) has begun to allow for access to Wairakei Town Centre development and TCC employment land until a long-term solution is required.

1.6 Keenan Road Urban Growth Area & PT

Technical studies to support the development of the Structure Plan continue to be progressed.

The Keenan Road business case is currently on hold while discussions with NZTA proceed to get a decision on whether this will finish at the Indicative Business Case (IBC) (a first draft IBC for this is complete) or continue to SSBC phase. Subsequent phases will require major investment and feasibility studies are ongoing for this. Subsequent phases will require a plan change that is scheduled outside the 10-year period.

1.7 Papamoa East Interchange

The project remains on track and within budget, with key milestones progressing as planned.

Phase 3 construction is underway following the contract award. Earthworks are substantively complete, and overbridge foundation works commenced in July 2024.

For Phase 4, Stage 1 construction has been successfully completed. Stage 2 (roading) is progressing, with the Issued for Construction (IFC) package released for pricing. The Stage 2 contract is expected to be awarded in February 2025, with construction commencing in March 2025. Completion targeted for September 2025.

1.8 Tauranga Transport Model

Revisions to both the Tauranga Transport Strategic Model (TTSM) and the Tauranga Transport Hybrid Model (TTHM) that better align with the current funding landscape are scheduled for release by March 2025.

1.9 SmartTrip Variable Road Pricing

The government announced the Land Transport Management (Time of Use Charging) Amendment Bill in December 2024. This bill will empower local authorities and NZTA to develop proposals to impose (congestion focussed) time of use charging on specified routes or areas. Time of use schemes aim to improve traffic flow across an entire network, enhancing reliability and productivity overall.

The draft bill will be referred to the Transport and Infrastructure Select Committee (anticipated in first quarter 2025), which will then take public submissions on it. Council staff are currently considering submission points, should this be the intent of the Elected Members.

Legislation is expected to pass in 2025, following which schemes will need to be developed by a NZTA led partnership alongside local authorities.

1.10 Speed Management Plan (SMP)

At the 9 December 2024 meeting, TCC approved a change to the speed limits outside schools in response to the new Speed Limit Rule, enacted in September 2024. The changes approved include converting 40km/h variable speed limits to 30km/h variable speed limits outside schools, implementation at eight additional schools, and updating signage. The next steps for the SMP are as follows:

- Submit the proposed speed limit changes (from the previous and current Council approvals) to NZTA for Director approval.
- Once the Director approves the changes, Council will activate the 30 km/h school zones and notify the local community, along with other approved or amended speed limits.
- Submit to the annual plan for the 2026 financial year funding of \$360k to meet regulatory requirements.

1.11 Low Cost Low Risk (LCLR) Projects

The final approved LCLR projects from the previous Long Term Plan (LTP) cycle will be closed out in the coming months. However, significant budget constraints, exacerbated by reduced NZTA funding, are severely impacting preparations for the rest of the 2024/27 LTP cycle. As a result, a reprioritisation of the project pipeline is underway to ensure appropriate allocation of any budget headroom identified post the TCC Elected Member confirmation of budgets on 9th December 2024.

Several projects are in advanced design stages and ready for delivery and may progress based on December 2024 approvals. This is critical to maintaining delivery targets of the next LCLR funded year - FY25/26.

The funding for LCLR projects does not currently extend beyond FY25/26. These projects (by LCLR definition of low complexity, safety etc) will be prioritised as part of the broader transport projects strategic planning.

2. Western Bay of Plenty District Council Project Updates

Projects supporting UFTI and delivered in association with the TSP include:

- The SH2 Omokoroa Road Interim Intersection Upgrade, currently under construction
- Omokoroa Stage 3 Structure Plan improvement works, currently under construction
- The Welcome Bay Road Single Stage Business Case
- Rangiuru Business Park SH2 Interchange and associated roading improvements.

In terms of network improvements, the Council did not receive co-investment funding support for the LCLR programme, other than an additional resilience allocation for one rural road. Network improvements such as seal widening of under width rural roads associated with the pavement renewal activities, safety improvements, drainage improvements and community works will need to be funded solely by rates.

3. NZTA Project Updates

3.1 Connecting Mount Maunganui

The Indicative Business Case (IBC) has now been finalised. The new IBC recommended option is economically efficient with an improved benefit cost ratio (BCR) scoring (above 1). TCC have endorsed the IBC at a Council meeting in early

November 2024, and NZTA's Value, Outcome and Scope committee (VOS) endorsed the IBC in late November 2024.

An NZTA Board decision on IBC endorsement is targeted for early 2025. Progressing future stages of the project beyond IBC was not prioritised within the 2024-2027 NLTP. Opportunities to seek funding to progress this project through the DBC phase are continuing to be explored. It is also proposed to redesignate the bus lanes on Hewletts Road as T3 lanes.

There remains a risk that a lack of funding availability slows project momentum and progress. Funding to progress with managed lanes on SH2 (Hewletts Road) this NLTP period will continue to be explored, however, funding remains uncertain. Funding for future project phases will be reconsidered under the next 27/30 NLTP process.

3.2 Takitimu North Link Stage 1 and 2

Stage 1: Tauranga to Te Puna - in construction

Stage 1 is approximately halfway through construction, with nearly half the earthworks achieved and 4 of 10 bridges constructed (Minden Road, Minden Gully off-ramp, Wairoa Road, Cambridge Road). The local road alignment works to complete at Cambridge Road are complete. 2024/25 construction season key activities are as follows:

1. SH2/Fifteenth Ave - Large 150-metre retaining wall adjacent to Fifteenth Ave and build on-ramp bridge connection to SH29/Takitimu Drive Toll Road. Lane closure in place to 2026.
2. Construction of a roundabout at SH29/Takitimu Drive Toll Road and 363m flyover bridge. Widening works are starting. Changes to lane layouts in this area are occurring late 2024.
3. Minden Road Interchange - Construction of 2 roundabouts and bridge tie-in works underway, to form a diamond interchange.

The Government has confirmed tolling for Takitimu North Link in December 2024. This announcement also clarified that the Takitimu Drive Toll Road toll scheme will exempt drivers from that toll if they are also travelling along Takitimu North Link in the same trip.

Stage 2: Te Puna to Ōmokoroa - Pre-implementation

The TNL Stage 2 project has been identified as a RoNS project and extends a further 8km through to Omokoroa Road. Stage 2 has been identified as a RoNS project. It will include 14 bridges and culverts, a grade separated interchange at SH2 / Ōmokoroa Road, 4 million cubic metres of earthworks, and 33 hectares of ecological restoration. The existing SH2 would be retained as a local road.

In October the NZTA Board endorsed the project's scope, enabling the project to proceed to lodge notice of requirement and consent applications early 2025, giving partners, landowners, and the community certainty of the route. We have recommenced engagement with affected landowners which will take place in due course.

More information on the phasing of the project will be available early 2025. NZTA is working towards being construction ready by end of 2027.

3.3 State Highway 2 Revocation Programme Business Case

The SH2 Programme Business Case has been completed and delivered in 2024. Funding has been approved to progress key items in the business case including:

- Existing Asset condition assessment
- Safety Assessment
- Local Road comparison assessment
- Commence revocation agreement

Development of the wider programme's next steps will be scoped up early 2025. Public engagement is scheduled in mid-2025 and before the commencement of a detail business case covering the Bethlehem town centre.

3.4 Tauriko Urban Growth Area - Enabling Works

The project remains on track for delivery on time and to budget. Construction is progressing well on Separable Portion 1 (Redwood/Kaweroa Roundabout), and the construction of Separable Portion 2 (Northern Access and SH29/Cambridge Road Intersections) commenced in September 2024.

Key risks include the impact of construction and traffic management, which could result in significant community impacts due to potential delays. To mitigate this, a baseline methodology has been developed to ensure most works can be conducted offline, thereby minimising traffic disruption.

3.5 Tauriko West Network Connection - Investment Case Phase

The Tauriko West RoNS Project is a long-term transport project in Tauranga, upgrading a nationally significant freight route and integrating the state highway network with planned housing growth in Tauriko West. The project builds upon the Tauriko Network Connections Detailed Business Case (DBC) endorsed by the NZ Transport Agency Waka Kotahi (NZTA) Board in August 2023.

The Investment Case Phase of the business case is underway and due to be presented to the Board for Approval early 2025. Through the Investment Case we refine the scope of the upgrades to align with the RoNS standards and in accordance with the GPS 2024, looking at construction phasing, value for money and affordability.

3.6 Roads of National Significance: SH29 Omanawa Bridge Replacement

The SH29 Omanawa Bridge Replacement project is a part of the RoNS programme and has secured funding for the pre-implementation phase of the project.

- Detailed Design Package has been awarded with the design underway
- Geotechnical investigations completed
- Notice of Requirement (NOR) and Designation lodged with local councils.
- 2nd ECI Workshop Sprints completed.

4. Bay of Plenty Regional Council Project Updates

The Bay of Plenty Regional Council reports on its Public Transport projects via several existing implementation reporting methods as part of the:

1. Regional Land Transport Plan 2024-34 (RLTP);
2. Regional Public Transport Plan 2022-32 (RPTP); and
3. Public Transport Monitoring Report (Arotake).

A synopsis of each, including links to relevant monitoring and implementation information is provided, as follows.

4.1 Regional Land Transport Plan 2024-34 (RLTP)

The RLTP is the primary document guiding integrated land transport planning and investment in the Bay of Plenty Region. A copy of the current RLTP can be found [here](#).

The most recent update on the implementation of the RLTP can be found in the RLTP Implementation Report 2021-24, [here](#). It includes projects for all TLAs, NZTA and BOPRC. A number of these are relevant to Public Transport project delivery.

The next 6-monthly RLTP Implementation Monitoring Report is due to the Regional Transport Committee (RTC) in March, while the annual RLTP Performance Monitoring Report is due in June.

4.2 Regional Public Transport Plan 2022-32 (RPTP)

The RPTP is the key statutory document for public transport planning and investment in the region. It guides the design and delivery of public transport services and infrastructure in the Bay of Plenty region. The RPTP takes a 10+ year view with a particular focus on the first three years.

The first RPTP Implementation and Performance Monitoring Report was provided to the Public Transport Committee (PTC) on 24 September 2024. The RPTP Implementation Monitoring Report can be found [here](#).

The next 6-monthly RPTP Implementation Monitoring Report will be provided to PTC in March. The RPTP Performance Monitoring Report on the 16 key performance indicators in the plan will continue annually, due to PTC in September.

4.3 Public Transport Monitoring Report (Arotake)

Public Transport Arotake is Bay of Plenty Regional Council's Public Transport performance monitoring report and is published on a quarterly basis. The most recent report is located [here](#). Key highlights from the latest report, include:

- Total Tauranga network (Urban and School) patronage for the reporting period increased 14.2% on the same in the previous year.
- There were 471,363 trips on the urban network over the quarter, an increase of 8.6% on the same period last year.
- Patronage on the Tauranga school network was 278,691 over the quarter, an increase in patronage of 20.5% on the same period in the previous year.

The next version of Arotake will be available mid-March 2025.

4.4 **Tauranga South On Demand Trial**

The Tauranga South On Demand trial covers Tauranga South, including Gate Pa, Greerton, Parkvale, Pyes Pa, Tauriko, and The Lakes.

A total of 35,683 passengers have used the service since it began in 25 March 2024 (as of 3 February 2024). This equates to an average of approximately 800 passengers per week.

4.5 **PT Services and Infrastructure Business Case (PTS&I)**

The PTS&I Business Case sets out a 30-year vision for public transport for the Tauranga urban network using a future through-routed urban network model for buses. The business case identifies a supporting 3, 10 and 30-year infrastructure programme of projects to support operation of the future through-routed network model and achieve the overall 30-year vision. The project is jointly funded by NZTA, TCC and BOPRC.

The business case was completed in May 2024, and a revised 3 and 10-year programme of work (to better align with the GPS on Land Transport priorities) completed in July 2024. The business case was not funded in this round of the NLTF.

Staff are working closely with project partners and NZTA regarding possible alternative delivery opportunities going forward. An update will be provided in due course.

4.6 **National Ticketing Solution (NTS)**

The National Ticketing Solution (NTS) is a partnership between the New Zealand Transport Agency Waka Kotahi (NZTA) and all 13 Public Transport Authorities (PTAs) which will provide a range of easy-to-use payment methods for all public transport across the country. These include payment by contactless debit or credit cards, Apple Pay and Google Pay, and prepaid cards and tickets.

The project well is underway, with significant BOPRC resources deployed on the project, with a scheduled “go live” date mid-2025.

The system is being rolled out region-by-region (with Bay of Plenty currently scheduled to go third), with additional functionality coming with each release. Should there be challenges implementing the system in preceding regions, this could impact the deployment timeframes in the Bay of Plenty.

4.7 **Fares Review**

The Fares Review project reviewed existing fare structures for public transport services operating in the Bay of Plenty Region. The purpose was to achieve greater farebox recovery (in line with Ministerial expectations), as well as moving to a system that is simpler and more equitable. The recommendations are to be implemented from mid- 2025 to align with the National Ticketing Solution (NTS) implementation.

4.8 **Tauranga Public Transport Operations Facility**

The current operating model for public transport serving Tauranga requires space for vehicles to “layover”. A layover is a designated location for buses to park when not in passenger service. This is usually to facilitate drivers taking formal rest breaks.

The Tauranga urban network currently requires space for up to 12 buses to layover simultaneously in the vicinity of Tauranga's City Centre (the CBD). Currently, most of the layover locations are on Durham Street but do spread to other areas of the CBD at peak times.

Under the Crown Commission, TCC informed Regional Council that this way of operating would not be supported, as street space was required for construction activity and the provision of additional street parking for cars. Subsequently, Regional Council resolved to develop a layover facility the corner of Spring and Durham Street.

A Deed of Lease was signed in December 2024, with occupation of the site from 1 April 2025 for a five-year term. Detailed design has been completed and appropriate consents have been lodged. Attachment 1 provides a concept of the site, which includes:

- Bus entry from Durham Street and exit to Spring Street.
- Space for a maximum of 12 buses.
- Facilities - toilets and kitchen room - provided for bus driver rest and meal breaks.
- Fencing, planting, security gates, security cameras and lighting.

Progress is dovetailed with the Tauranga City Centre Bus Stops (new bus interchange on Durham Street South), which is due to be completed and operational by May 2025. Since the current temporary bus interchange sits alongside the new Tauranga Public Transport Operations Facility, the temporary interchange needs to be decommissioned to the Tauranga Public Transport Operations Facility's completion. Staff at both Council's having been working closely to enable the smooth roll-over of these two critical and inter-dependent projects.

Construction of the facility is due to commence in April 2025, with the site scheduled to be operational by August 2025. This Committee will be provided updates on the development of the site at each of its meetings.

4.9 **School Services Review**

Staff are in the early stages of a review of the Tauranga School Services Network. This will seek to identify efficiencies and opportunities to optimise the network where possible.

Staff will seek guidance on the scope of the review at an upcoming Regional Council Annual Plan workshop, before progressing with detailed work. Options will be tested with this committee later in 2025.

4.10 **Tauranga Bus Network Review**

Staff are currently considering how network optimisation can occur within existing budgets.

4.11 **Travel Demand Management**

This programme was not funded in the NLTP.

5. **Next Steps**

Partner organisations will continue to progress the projects and workstreams identified in this update report.

Attachments

Attachment 1 - Tauranga Public Transport Facility - Concept Layout [↓](#)

TAURANGA PUBLIC TRANSPORT OPERATIONS FACILITY

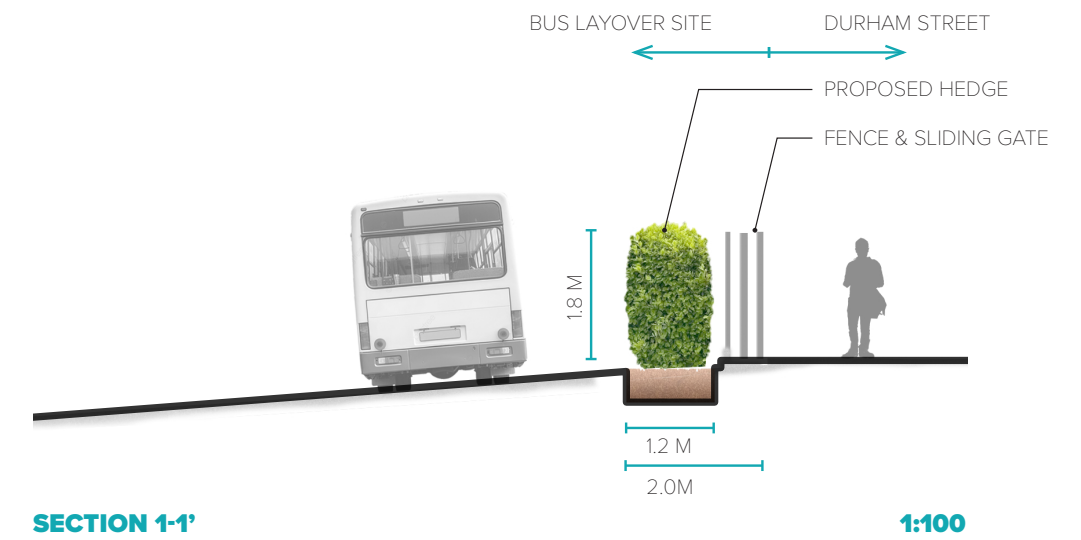


CONCEPT PLAN

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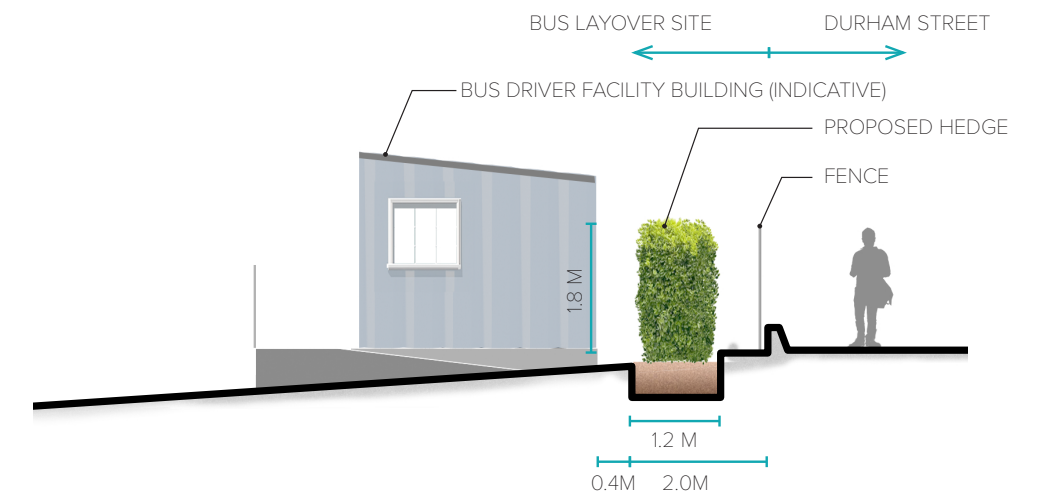
LEGEND

- | | | | |
|----|------------------------|----|--|
| 1. | Spring Street Exit | 6. | Sliding Gate |
| 2. | Durham Street Entrance | 7. | Perimeter Fence |
| 3. | Bus Driver Facility | 8. | Spring Street Tactical Urbanism Scheme |
| 4. | Concrete Tree Planter | | |
| 5. | Compacted Gravel | | |



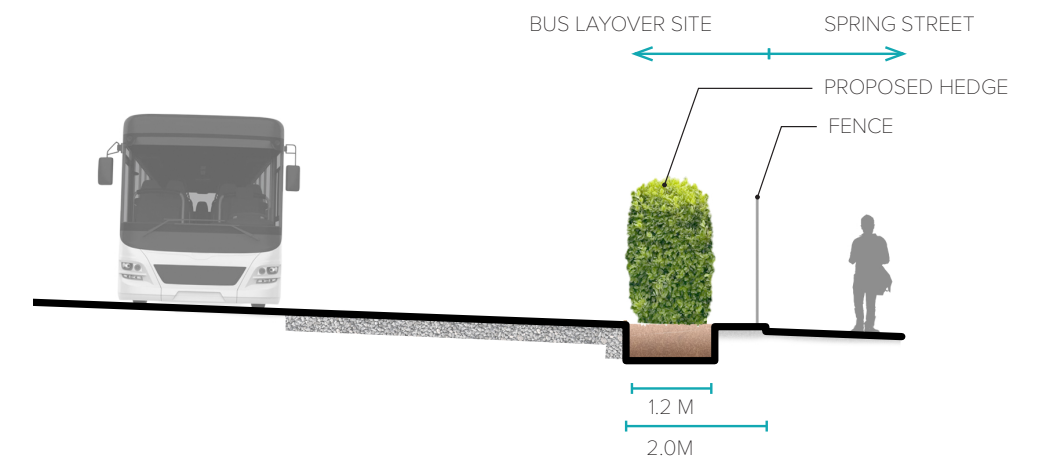
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Report To: Tauranga and Western Bay of Plenty Transport Committee

Meeting Date: 14 February 2025

Report Writer: Andrew Williams, Manager, Transport Planning

Report Authoriser: Oliver Haycock, Director, Public Transport

Purpose: Discussion on 2025 Committee Workplan

2025 Committee Workplan: Presentation and Workshop

Executive Summary

- Staff will present on the 2025 Committee Workplan and organisational priorities.
- This will be a workshop style discussion on the current pipeline of work, including updates on priority projects.
- There will be the opportunity for Committee members to provide feedback on the 2025 Committee Workplan and other aspects that they would like prioritised.

Recommendations

That the Tauranga and Western Bay of Plenty Transport Committee:

- 1 Receives the Presentation, 2025 Committee Workplan: Presentation and Workshop.**