



AGENDA

Tauranga Public Transport Joint Committee Meeting Monday, 21 March 2022

I hereby give notice that a Tauranga Public Transport Joint Committee Meeting will be held on:

Date: Monday, 21 March 2022

Time: 12.30pm

**Location: BoP Regional Council Chambers
Regional House
1 Elizabeth Street
Tauranga**

Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: www.tauranga.govt.nz.

**Marty Grenfell
Chief Executive**

Terms of reference – Tauranga Public Transport Joint Committee

Membership

Chairperson	Chair Anne Tolley
Deputy chairperson	Cr Andrew von Dadelszen
Members	
Bay of Plenty Regional Council	Cr Paula Thompson Cr Andrew von Dadelszen
Tauranga City Council	Chair Anne Tolley Commissioner Stephen Selwood
Quorum	Two members, consisting of 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.

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.

Order of Business

1	Opening karakia	7
2	Apologies	7
3	Public forum	8
3.1	Mr Mark Wassung - relocatable bus shelters	8
4	Acceptance of late items	9
5	Confidential business to be transferred into the open	9
6	Change to order of business	9
7	Declaration of conflicts of interest	9
8	Deputations, Presentations, Petitions	10
8.1	Presentation - Public Transport 101 - Stantec (Provided at Meeting)	10
9	Business	11
9.1	Tauranga City Council and Bay of Plenty Regional Council Project Update	11
9.2	Papamoa Ratepayers and Residents Association Petition regarding Links Avenue	28
9.3	Electric Buses	35
9.4	Bus Data request	39
10	Discussion of late items	50
11	Public excluded session	51
11.1	Wednesday Challenge Update	51
12	Closing karakia	52

1 OPENING KARAKIA

2 APOLOGIES

3 PUBLIC FORUM

3.1 Mr Mark Wassung - relocatable bus shelters

ATTACHMENTS

Nil

- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO ORDER OF BUSINESS**
- 7 DECLARATION OF CONFLICTS OF INTEREST**

8 DEPUTATIONS, PRESENTATIONS, PETITIONS

8.1 Presentation - Public Transport 101 - Stantec (Provided at Meeting)

ATTACHMENTS

Nil

9 BUSINESS

9.1 Tauranga City Council and Bay of Plenty Regional Council Project Update

File Number: A13269365

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Authoriser: Christine Jones, General Manager: Strategy & Growth
Naumouta Poutasi, General Manager Strategy and Science (BOPRC)

PURPOSE OF THE REPORT

1. The purpose of 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:

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

EXECUTIVE SUMMARY

2. The attached 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.
3. Of specific note relevant to Tauranga City Council lead projects are:
 - (a) Tauranga CBD interchange temporary relocation – This project is targeting a completion of the 1st July to meet the timeline for the demolition of the current civic building. Route and bus stop details have been finalised and detailed drawings produced to enable BOPRC engagement with contracted bus companies.
 - (b) The bus stop upgrade & bus shelters installation projects are underway. It is planned for the first shelters to be installed from August and 10 will be installed per month to get the initial 150 completed. Further bus shelters beyond the initial 150 are planned, but further work is required to confirm the locations due to overhead powerlines. The bus stop upgrade works are planned to be tendered in April with the physical works constructed planned to be completed across the city in 12 months.
 - (c) The Parking Management Plan – City Centre is currently underway and is due to be delivered to Council in May so it can be implemented in the new financial year.
 - (d) 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.
 - (e) The Arataki bus facility business case is developing with the ability to confirm a preferred location now subject to BOPRC feedback on how the 'emerging preferred

option' integrates into the future service operating model, and further discussion with St Johns New Zealand.

- (f) The business case for the City Centre bus facility is being scoped which includes the development of the 'Point of Entry' with Waka Kotahi and BOPRC. Initial feedback from Waka Kotahi and BOPRC has raised the issue of the accelerated timeframe to establish a permanent facility and how this will integrate with the Public Transport Services & Infrastructure business case (which will confirm the bus service operating model) and the current lack of funds for construction in this National Land Transport Programme.
- (g) Progress is being made with priority TSP business cases for projects such as Hewletts Rd sub-area (Waka Kotahi lead), 15th/Hairini Causeway/Welcome Bay Road and Cameron Rd Stage 2. Procurement processes to appoint suppliers to deliver the Business Cases are either concluding or well advanced.
- (h) 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.
- (i) The Tauriko Enabling Works Business Case has now been endorsed by Tauranga City Council and is to be considered by Waka Kotahi at their Board meeting in April. Waka Kotahi will lead the delivery of the delivery phase including consenting, property acquisition and construction project. Tauranga City Council is continuing work to confirm funding sources (e.g. Infrastructure Funding and Financing (IFF) and Infrastructure Acceleration Fund (IAF)).
- (j) 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 \(taurikofortomorrow.co.nz\)](https://www.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.

4. Of specific note relevant to Bay of Plenty Regional Council lead projects are:

- (a) The draft Regional Public Transport Plan development is well underway. The plan has a 10 year view of public transport policy required under the Land Transport Management Act 2023. There has been three workshops with members of the Bay of Plenty Public Transport Committee.
- (b) The Public Transport Services & Infrastructure business case is a proposed and prioritised 10 year services and infrastructure investment strategy to deliver the UFTI medium scenario. This is a critical piece of work to support the growth of the western Bay sub-region. Work is being scoped and options to expedite delivery to support other key business cases (e.g. City Centre bus facility) are being considered.
- (c) The Travel Demand Management project is progressing with procurement of a supplier underway.
- (d) Western Bay Network Refresh Phase 2 is underway following the success of Phase 1. Phase 2 involves better matching service supply to demand on 10 Tauranga Bus routes. The scope was approved late last year through the Bay of Plenty Public Transport Committee. Initial options and concepts have been produced. Ōmokoroa Ferry – A consultant is being secured to develop a high level feasibility study to be completed in June 2022.
- (e) Bus Decarbonisation Feasibility Study – technical specification are currently being drafted.

STRATEGIC / STATUTORY CONTEXT

5. The transportation projects covered in this report are framed under the strategic direction of SmartGrowth and UFTI, the Western Bay of Plenty Transport System Plan and the Councils Long-Term Plans.

OPTIONS ANALYSIS

6. There are no options; this report is for information only.

SIGNIFICANCE

7. While growth and transport system challenges are a significant issue for Tauranga City, this report does not require any decisions and is not significant in itself.

NEXT STEPS

8. The TSP partners continue to progress the projects and workstreams identified in this update report.

ATTACHMENTS

1. **Appendix A - Projects Update - A13297440** [!\[\]\(564903337f30b845a5f6979939a95fe6_img.jpg\)](#) 
2. **Public Transport Projects Dashboard - A13297439** [!\[\]\(de7c1d2bea2115f02a9062a37836c733_img.jpg\)](#) 

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Tauranga CBD interchange temporary relocation Delivery of an interim / temporary facility to enable the Civic re-build and to provide a facility until a permanent facility is established.	<ul style="list-style-type: none"> Project is well underway since Commissioner approval to proceed. Durham Street location confirmed as the interim location in December 2021. Physical works are due to commence during the month of April and be completed by mid-May. This is within the current timeframe to suit the Willow Street development demolition requirement of access 1 June 2022, final dates to be agreed. Engagement with adjacent businesses to the planned interim bus interchange commenced in January 2021 and continues to progress. Early contractor engagement commenced in February this year based on concept designs, final design drawings and schedule are due for issue 11 March to enable sequencing and programming of the work to least impact local businesses. 	<ul style="list-style-type: none"> There will be ongoing engagement with local businesses keeping them informed of progress and possible impacts. Site investigations and scoping of project incorporating some BOPRC requirements has been progressing throughout January and February with route and bus stop details finalised and detailed drawings produced. A few outstanding elements remain regarding approaches. Detailed design is almost finalised. Once that occurs then discussions with bus operators can be completed (8 weeks). To expedite work given tight timeframes detailed operational planning work is underway risking the need for rework given design details haven't been finalised. Following this the contract will need to be amended (10 weeks). Note COVID-19 risk with bus operations and lack of drivers may impact timeframes. The regular engagement with the Civic Centre project team to ensure that there is no impediment to the progress of the Willow Street development will continue.
Bus Stop & Shelters improvement programme	<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 and letters have been sent to the property owners as required under the Local Government Act. A hearing will be required for locations where the homeowner objects. 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. 	<ul style="list-style-type: none"> Hearings will be required for the shelter locations (including those needed for bus refresh projects) where the homeowners object to the shelters being placed outside their property. New shelters will be ordered from the manufacturer and installation will rollout as these are delivered. The first new shelters are expected to be installed from June and we expect the programme to take approximately 15 months from its start (with the supply of 10 shelters per month from the supplier).

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<ul style="list-style-type: none"> 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 require extensive earthworks and retaining. The bus stop improvement programme (new hardstand, replacement signs, general maintenance etc) is expected to go to tender in April. There have been delays in receiving bus boarding data to enable works to be prioritised at the busiest stops and ensuring appropriate levels of service. This programme of work will get underway from June and likely take 6-12 months to complete across the city 	
Parking Management Plan – City Centre	<ul style="list-style-type: none"> MRCagney have been engaged to prepare the parking management plan for the CBD. The plan is expected to be with Council in May for adoption and implementation in June/July Note the linkage to the Regional Public Transport Plan. 	<ul style="list-style-type: none"> Once the CBD parking management plan is completed, 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.
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"> Scope agreed as part of the Bay of Plenty Public Transport Committee 30 November 2021. Initial options and concepts for service changes have been produced. 	<ul style="list-style-type: none"> Outline assessment of service changes to understand operating cost neutrality. Production of technical report to assess the benefits of proposed changes. Workshop with Public Transport Committee to present draft proposals in advance of public meeting.

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Travel Demand Management and Behaviour Change Programme	<ul style="list-style-type: none"> Tender for programme development awarded to Vitruvius / Via Strada. 	<ul style="list-style-type: none"> Production of first draft programme. Identification of priority projects for potential funding through national Emission Reduction Plan (ERP).
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"> Draft document being compiled following three Bay of Plenty Public Transport Committee workshops with councillors. 	<ul style="list-style-type: none"> Further workshop in May to consider the complete draft document. Approval to proceed to public consultation will take will occur at the Bay of Plenty Regional Public Transport Committee meeting on 23 June 2022. Public Consultation July 2022 Adoption of the Plan September 2022.
Regional Land Transport Plan (RLTP)	<ul style="list-style-type: none"> Draft timeline received from Waka Kotahi. Variation to RLTP to include Activity Management Plan (AMP) approved by the Regional Transport Committee on 15 March 2022. 	<ul style="list-style-type: none"> Formulation of project plan for the next RLTP. Commencement of AMP.
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"> Comparison of the emissions analysis reflected in UFTI and TSP and the methodologies that underpin these compared to the emerging Government policy methodology and direction; and Assessment of whether the projected TSP interventions and broader national emissions policy impacts reflected within TSP are aligned and consistent or not (i.e. how and where do they vary) to the now developing Government targets. 	<ul style="list-style-type: none"> Conclude the assessment of the TSP interventions and broader national emissions policy impacts against the now developing Government targets. Develop an analytical tool to forecast Tauranga City's future transport emissions under various scenarios. 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. The emissions analysis will be incorporated into the TCC Sustainability Strategy and Climate Change Action Plan which are currently under development.

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Tauranga Dynamic Road Pricing Study A proof of concept study exploring the viability of dynamic road pricing to manage transport demands and to be an alternative way to fund transport to deliver on the outcomes in the Urban Form and Transport Initiative Connected Centres programme.	<ul style="list-style-type: none"> The Project team led by Waka Kotahi has been established. The primary project assumptions and core parameters to run as part of the Transport Modelling analysis are being finalised (e.g. model scenario years & adding a 2035 model component to align with the developing ERP; bringing forward in time or changing the existing assumed sequence of transport investments to support a step-change in public transport improvements; developing the approach to the pricing strategy (e.g. by spatial area / location / time of day)). 	<ul style="list-style-type: none"> Confirm the primary assumptions and scenarios to run through the transport model to then be able to analyse the outputs. The project delivery schedule is tight (programmed for completion in May 2022) and the ability to complete the required analysis (modelling; economic; financial) to meet that timeframe is still to be confirmed by the Project team with the supplier.
Business Cases		
Public Transport Services & Infrastructure Proposed and prioritised 10 year services and infrastructure investment strategy to deliver the UFTI medium scenario	<ul style="list-style-type: none"> Bay of Plenty Regional Council signed off the Procurement Plan at the 17 February meeting. The Request for Proposal (RfP) is in preparation. Priority work to assist in the progression of business cases for progression via direct award has been identified. 	<ul style="list-style-type: none"> Finalise RfP and commence procurement process (open tender). Finalise scope of priority work and make case for direct appointment. Appoint consultant April Conclude priority technical work September
Bus facility – Arataki Investigation to confirm the permanent bus facility for the Arataki area	<ul style="list-style-type: none"> Community and stakeholder engagement has been undertaken to seek feedback on the issues and opportunities of the two locations (on, off street or a combination thereof in the Farm Street & Girven Road locations or split across the two locations) for the bus facility. This has included meeting with Arataki Community Liaison Group, 'face-to-face' surveys, and the ability to provide feedback via an internet link to the project on Councils website. As required by the Business Case approach, an option development and assessment process has 	<ul style="list-style-type: none"> Work is underway on the assessment of how the 'emerging preferred option' can be integrate into the future bus service operating model in lieu of the development of the Public Transport Services and Infrastructure business case. BOPRC have undertaken a review of future user requirements for this facility. This necessarily pre-empt the recommendations of the PT Services & Infrastructure business case. Confirm the outcome of discussions with St Johns New Zealand on the implications of the 'emerging

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<p>been undertaken by the Project Team. This has identified an 'emerging preferred option' for the bus facility which involves using the existing St John's site as a main interchange hub with Girven Road and Farm Street being developed as satellite stops.</p> <ul style="list-style-type: none"> To confirm this option as the 'preferred option' at a technical project level: <ul style="list-style-type: none"> Further engagement with St Johns New Zealand on the issues and opportunities of the 'emerging preferred option' is underway. This is focussed on the potential for co-location of St Johns New Zealand and a bus facility on the existing St Johns site. Assessment of how this option can be integrated into the future bus service operating model is being undertaken by BoPRC. <p>This work is programmed to be completed by the end of March 2022 but is dependent on the outcomes of discussions with St Johns and the BoPRC assessment.</p>	<p>preferred option' and any required Actions as a result of this.</p> <ul style="list-style-type: none"> Subject to the above: <ul style="list-style-type: none"> Report to Tauranga City Council to confirm the preferred option (programmed for April 2022); Develop the concept plan for the preferred option. Undertake further community and stakeholder engagement to develop the concept plan for the preferred option. Complete the Business Case for reporting to Tauranga City Council and Waka Kotahi New Zealand Transport Agency decision-making to proceed to consenting, detailed design and construction.
Ōmokoroa Ferry	<ul style="list-style-type: none"> Initial meeting with subject matter expert (SME). Consultancy brief being drafted. Identification of consultancy resource to project manage work. 	<ul style="list-style-type: none"> Complete consultancy brief. Seek exemption to direct appoint SME. Report progress to next Public Transport Committee meeting (June).
Bus Facility – City Centre (permanent) Investigation to confirm the permanent bus facility for the City Centre	<ul style="list-style-type: none"> This project has been brought forward from its originally agreed timing in the TSP to ensure that the location, design and delivery of the permanent City Centre bus facility is integrated with the City Centre Refresh project that is underway. Work to confirm the preferred public transport route integrated with other 'modes' (e.g. pedestrianisation areas; cycling routes; general traffic) through the city 	<ul style="list-style-type: none"> The future bus service operating model (e.g. hub-spoke; thru-routing; hybrid; other) is to be confirmed by the PT S&I business case. This is needed to contribute to the planning for the City centre bus facility (e.g. scale, timing and form to support the service). Therefore, either: <ul style="list-style-type: none"> An assessment similar to that being undertaken by the BoPRC for the Arataki bus facility is required to

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<p>centre forms part of the 'Movement Plan' component of the City Centre Strategy Refresh project. The previous investigations to identify a site for a permanent bus facility also informs this work.</p> <ul style="list-style-type: none"> • Work is underway with Waka Kotahi to confirm how the Business Case can be developed to integrate with the City Centre Refresh project. This will also confirm the availability of National Land Transport Funding to confirm funding towards the Business Case to confirm the preferred permanent facility. 	<p>advise on how to integrate the future bus services; or</p> <ul style="list-style-type: none"> ○ Early direction from the PT S&I business case on the future service operating model is required. <p>Agreement has not yet been reached between BoPRC, Tauranga City and Waka Kotahi on the approach to take. This is needed to confirm the Business Case 'Point of Entry' with Waka Kotahi.</p> <ul style="list-style-type: none"> • The 'Point of Entry' is in the process of being agreed by Waka Kotahi, with input from BoPRC. An accelerated business case investigation is being proposed to support direction that the permanent facility is established late in 2023. This is a challenging timeframe given past experience in completing business cases. In addition, should the investigation identify the need to acquire property then the processes and timeframes associated with that will impact on a late 2023 facility establishment date. • Waka Kotahi have advised as part of their initial review of the draft Point of Entry that: <ul style="list-style-type: none"> ○ The timeframe for establishing a permanent facility (late 2023) has the potential to preclude options that in the long term could be in the best interests of Tauranga. They recommend that this timeframe is not used as a deadline in the business case. ○ The Implementation phase (i.e. detailed design; construction) is not included in 2021-24 NLTP as it was programmed for 2024/25 onwards in the TSP and Council LTP. Accordingly, Waka Kotahi can't at this time confirm whether there is available funding for these phases of the project. A decision on funding for the Implementation will need to be made on the basis of the Business Case. ○ Both TCC & BoPRC are signatories to the Point of Entry.

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
		<ul style="list-style-type: none"> BOPRC are interested in the timeframes to enable options to be considered and the interface with the PT services and infrastructure business case to inform future requirements. Next steps include confirming the Point of Entry with Waka Kotahi in combination with BoPRC including the approach to the bus service assumption that will be used to develop the business case, and procuring a supplier to deliver the business case.
Cameron Road – Stage 2 A multi-modal improvement project for Cameron Road, between 17 th Ave (end of Cameron Road Stage 1) and Pyes Pa Road, through Barkes Corner.	<ul style="list-style-type: none"> The procurement process to appoint a supplier to deliver the business case is in its final stages. Negotiations with the identified 'preferred supplier' are underway with the Contract to be programmed to be awarded in early April. A Cultural Value Assessment (CVA) has been completed by Ngai Tamarawaho and is pending from Ngati Ruahine. All hapu representatives are being updated on the Projects progress through a monthly partner update email. Hui will commence once the full Business case team is established from April. Infrastructure Funding & Financing Housing Acceleration Fund application for Te Papa included Cameron Road Stage 2 multi modal upgrade implementation as key project. The Expression of Interest stage was successful, and Tauranga City Council is now awaiting the outcome of the Request for Proposal stage of the process. Councils Waters team carrying out a stormwater quality options assessment, based on case study locations at sites along Cameron Road. This will inform potential whole of life stormwater quality treatment options to feed into business case. 	<ul style="list-style-type: none"> Continue to develop Strategic engagement plan – to provide the platform for the consultant to develop the project-level detailed Communications & Engagement Plan. Finalise the project team structure including cross organisational partnership with Waka Kotahi and the BoPRC and including Technical Working Group members. Confirm with Waka Kotahi the approach to ensuring investment outcomes are consistent with the draft Emissions Reduction Plan including finals targets related to reducing Vehicle Kilometres Travelled. This advice will influence the options considered by the business case (e.g. potential 20% reduction in VKT at a project level will mean a strong focus on options that improve public transport and walking & cycling modes over options that reduce congestion for single occupancy vehicles). Commence the business case to confirm the preferred corridor 'form'.

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<ul style="list-style-type: none"> Transport impacts memo on Maarawaewae Study options provided, which included a high-level indication of anticipated effects on the Cameron Road project. 	
15th Ave/Hairini causeway/Welcome Bay A business case for the 15 th 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 procurement process to appoint a supplier to deliver the business case is in the evaluation stage (i.e. tenderer proposals are being assessed to identify the preferred supplier). The preferred supplier negotiations are programmed to proceed in late March and be concluded in mid-April with the award of the Contract. Hapu and iwi representatives were updated through an initial hui in December, following on from which updates have been provided via email. TCC Takawaeanga unit have chaired a tangata whenua liaison group, and the representation protocol/method is currently under discussion to ensure efficient and timely partnership input. Project naming consistency and cultural sensitivity being confirmed. Environmental monitoring baseline data being sought from relevant BoPRC environmental scientists, along with Waka Kotahi air quality sites, TCC noise monitoring sites and TCC infrastructure resiliency data. 	<ul style="list-style-type: none"> Continue to develop strategic engagement plan – to provide the platform for the consultant to develop the project detailed Communications & Engagement Plan. Finalise the project team structure including cross organisational partnership with Waka Kotahi and the BoPRC, and including Technical Working Group. Set up tangata whenua liaison group and protocols. CVA(s) to be discussed, building on Hairini Link CVA. Confirm with Waka Kotahi the approach to ensuring investment outcomes are consistent with the draft Emissions Reduction Plan including finals targets related to reducing Vehicle Kilometres Travelled. This advice will influence the options considered by the business case (e.g. potential 20% reduction in VKT at a project level will mean a strong focus on options that improve public transport and walking & cycling modes over options that reduce congestion for single occupancy vehicles). Progress with strategic wider area modelling to inform both this business case and the Hewletts Road sub-area business case. Commence the business case to confirm the preferred corridor 'form'.
Accessible Streets – Area A Primary cycle route facilities: Accessible Streets programme for the Mount-Pāpāmoa-CBD connections	Project not programmed to commence until the next financial year.	

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Accessible Streets – Area B Primary cycle route facilities: Accessible Streets programme for Otūmoetai-Bellevue-Brookfield connections	The Evaluation Team are concluding the tender assessment with award imminent and commencement of work being late March.	<ul style="list-style-type: none"> Option development and assessment for the 'primary' corridors in the project investigation area. 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).
Eastern Corridor Transport Planning (Te Tumu & Wairakei) A number of transport focussed workstreams remain underway related to the Te Tumu structure planning process, Wairakei Town Centre development and the Papamoa Eastern Interchange (PEI).	Key work underway includes: <ul style="list-style-type: none"> The 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 Tauranga City Council LTP it was agreed to bring forward delivery of the PEI, subject to revision of the Housing Infrastructure Fund (HIF) application. Tauranga City Council is now awaiting the Government decisions on the revised HIF and IAF bids (understood to be in April). Waka Kotahi has approved the 'point of entry' to deliver the business case to identify potential co-funding of transport infrastructure through the Wairakei town centre (e.g. bus facility) and Te Tumu. 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 guide the development of the Waka Kotahi business case. 	<ul style="list-style-type: none"> Progress Te Tumu transport infrastructure business case which includes planning for a bus facility in Wairakei Town Centre. The first steps include procurement of a supplier to support delivery of the business case. The Request for Proposal is programmed to be released to the market in late March. Continue to work with Bluehaven to confirm key corridor concept designs and the programme for the next stage works (e.g. preliminary design and delivery) to support the Wairakei Town Centre development.
Tauriko Enabling Works Business Case	<ul style="list-style-type: none"> The Enabling Works business case has now been finalised and endorsed by Tauranga City Council. 	Next steps include:

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
<p>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. Key elements of the Enabling Works improvement package include:</p> <ul style="list-style-type: none"> ○ Improvements to SH29 / Cambridge Rd / Whiore Avenue intersection. ○ A new access to Tauriko West from SH29 near the existing service station in Tauriko Village. ○ A southern roundabout connection at SH29/Redwood Lane to the Tauriko Business Estate and Tauriko West ○ An extension of the western corridor ring road to connect SH29 to the Tauriko Business Estate. ○ Walking / cycle paths and bus infrastructure, including a bus only connection to Whiore Ave which links to Tauranga Crossing. ○ A Travel Demand Management (TDM) package to encourage multi-modal transport patterns. 	<ul style="list-style-type: none"> • Waka Kotahi are undertaking their assessment of the Business Case to support their decision-making. • Waka Kotahi have confirmed their intent to lead the next stage of delivery of the project. This includes statutory consenting, property acquisition and construction. 	<ul style="list-style-type: none"> • The Waka Kotahi investment decision-making on the Business Case, programmed for April. • Ongoing work to confirm Infrastructure Funding and Financing (IFF) and Infrastructure Acceleration Fund (IAF) funding sources. • Ongoing work to confirm with Waka Kotahi their approach and programme for delivering the pre-implementation and implementation phases of the business case. • Continue to work with Waka Kotahi to confirm the public transport component of the Long-Term business case and how that can be delivered to complement the EW business case.
<p>Tauriko Long term Business Case</p> <p>This is a Waka Kotahi NZ Transport Agency led project which is to confirm the preferred option for the long-term transport improvements in the Western Corridor (broadly SH29a/Barkes corner through to SH29/Omanawa Road).</p>	<ul style="list-style-type: none"> • From investigations and analysis of the input from partners, stakeholders, potentially affected parties and the wider community, the emerging preferred option Waka Kotahi is developing further is 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 	<ul style="list-style-type: none"> • The business case is programmed to be complete in June, and ready for Council endorsement and funding consideration in July 2022, and Waka Kotahi Board endorsement and funding consideration in August. • The identified option includes public transport prioritisation/ infrastructure to connect a proposed Tauriko Public Transport hub to Cameron Rd to

Attachment A: Projects Update – March 2022



Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<p>and high frequency public transport connections through the area; protects the freight route and improves safety with a new four lane state highway alongside the existing SH29 and SH29A (offline).</p> <ul style="list-style-type: none"> • Under this option the existing SH29 and SH29A would be retained as a local road. • The option will integrate with the Enabling Works improvements. • Waka Kotahi is continuing to work on developing the long-term emerging preferred option in more detail, resolving aspects of the alignment and proposed sequencing / staging of the delivery. • Tauranga City Council is seeking the delivery of the whole project within 10 years, including the public transport package from Tauriko to Barkes corner, to support the UFTI Connected Centres concept and associated land use pattern. 	<p>support frequent and reliable bus journeys to/ from the Western Corridor.</p> <ul style="list-style-type: none"> • State highway improvements for SH29 and SH29a are also part of the DBC to support freight accessibility, accessibility and housing in the Western Corridor • The Tauriko to CBD connection is a critical public transport journey signalled in the SmartGrowth and Waka Kotahi endorsed Urban Form + Transport Initiative Connected Centres programme. • Waka Kotahi have advised that alternative investment opportunities beyond the National Land Transport Fund are being explored with the Transport Minister to bring forward the investment required for the Tauriko public transport connection to Cameron Road. • The modelling analysis to assist with the likely staging to support the land use pattern and wider network demands, network performance and quantifying the benefits from the option is underway but yet to be completed and therefore considered by the Project team. There is a risk that this information is provided late thereby giving project partners insufficient time to consider. • The preferred option is likely to identify improvements (bus services & infrastructure, walking & cycling connections, etc) impacting the local road network. These elements, their costs and funding responsibility is still to be confirmed. Waka Kotahi have been asked to confirm when and how these discussions will be held. They are likely to lead to a need to provide for project funding in the Councils LTPs. • Waka Kotahi plan to undertake further landowner and community engagement on the business case in May (dates yet to be confirmed). Tauranga City would be part of this engagement and provide information on the Tauriko West planning processes underway.

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
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).	<ul style="list-style-type: none"> The 'point of entry' for the business case was approved by Waka Kotahi in early November. This confirms the Waka Kotahi approach to funding and delivery of the business case. Waka Kotahi decided that the next stage of business case investigation will be an Indicative Business Case that identifies the suite of interventions to support the around and across harbour network function and mode priorities identified by UFTI and the TSP. Waka Kotahi have advised that they expect the IBC to take 9-12 months to be completed with progression to the DBC (concept design of identified interventions) expected to occur following an investment decision. The Waka Kotahi led procurement process closed on 10 March. The tenders received are being evaluated with Waka Kotahi programmed to appoint a supplier in May. 	Key next steps include: <ul style="list-style-type: none"> Establishment of the joint-partner project team Conclude the procurement process to appoint a supplier. Development of a cost-share funding agreement between Waka Kotahi and Council for development on the IBC which covers both the State Highway network and local road network in the study area. Confirm with Waka Kotahi the approach to ensuring investment outcomes are consistent with the draft Emissions Reduction Plan including final targets related to reducing Vehicle Kilometres Travelled. This advice will influence the options considered by the business case (e.g. potential 20% reduction in VKT at a project level will mean a strong focus on options that improve public transport and walking & cycling modes over options that reduce congestion for single occupancy vehicles).
State Highway 2 North (Waihi To Tauranga) including the Takitimu North Link & 15th Avenue on-ramp This is a Waka Kotahi NZ Transport Agency led project for the construction of Stage One from Tauranga to Te Puna, including the 15 th Avenue on-ramp, and route protection of Stage Two, a 7km extension between Te Puna and Omokoroa. Since the original Government decision, Waka Kotahi have introduced a new project to investigate and design short to medium	<ul style="list-style-type: none"> Waka Kotahi's has procured services to deliver the final detailed design and technical investigations for the TNL and has now awarded the construction contract. 	Waka Kotahi are still to confirm their process for considering matters like: <ul style="list-style-type: none"> The potential tolling of TNL (programmed for 2023) The revocation of the existing State Highway 2 through Bethlehem and Te Puna that is bypassed by the project. It is noted that Waka Kotahi have now requested initial discussions on this matter. The managed lane approach on TNL Addressing the managed lane gap between the Takitimu Drive end of the TNL and Cameron Rd.

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
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.		
Bus Decarbonisation Feasibility Study	<ul style="list-style-type: none"> Initial internal staff brainstorm meeting undertaken, Outline project brief produced. Discussions with subject matter expert underway. 	<ul style="list-style-type: none"> Complete technical specification. Seek exemption to direct appoint subject matter expert (or else conduct tender process). Collate baseline information. Commence technical work.
Hydrogen Bus Trial	<ul style="list-style-type: none"> Proposal for funding considered by Annual Plan workshop. 	<ul style="list-style-type: none"> Confirm availability of funding via Annual Plan deliberations process.

<div></div> <div>Public Transport Projects Dashboard</div> <div></div>											
Programme Sponsor Namouta Poutasi		Programme Manager Vonnie Archibald		Project Count Open 15		Project Count Closed TBA		Report Date March 2022		Status Key Progressing <div></div> Delayed <div></div> Not started <div></div>	
Project noBOPRC ProjectsCommentsOwnerTimeframesStatus											
1	Regional Public Transport Plan			Draft document being compiled following three workshops with councillors				BOPRC	Sep-22	<div></div>	
2	Regional Land Transport Plan			Adopted June 2021 - now in delivery				BOPRC	on going	<div></div>	
3	Public Transport Services and Infrastructure Business Case			Funded by Waka Kotahi, Regional Council and Tauranga City Council Procurement Plan approved by Council				BOPRC	Early 2024	<div></div>	
4	Rotorua Public Transport Network Refresh			Approved for public consultation at November 2021 meeting of this committee				BOPRC	mid-2022	<div></div>	
5	Eastern Bay Public Transport Network Refresh			Initial opportunities for improvement identified and being progressed as early interventions				BOPRC	mid-2022	<div></div>	
6	On-Demand Public Transport Service Trial			Progressing technical work endorsed at November 2021 meeting of this committee Funding for service implementation being considered through Annual Plan				BOPRC		Complete	
7	Western Bay Public Transport Refresh Phase 2			Part of the Strategic Direction in 2021 and rolled forward Early project set up and technical assessment is underway.				BOPRC	Jun-23	<div></div>	
8	Travel Demand Management and Behaviour Change programme			Funded by Council Long Term Plans and Waka Kotahi, and stage 2 broadly complete				BOPRC	Jun-24	<div></div>	
9	The Wednesday Challenge			Funded by Council Long Term Plans and Waka Kotahi, and stage 2 broadly complete				BOPRC	TBD	<div></div>	
10	Ōmokoroa Ferry Business Case			High level feasibility stage is funded through the Long Term Plan Further business case work dependent on conclusions of initial study				BOPRC	Jun-22	<div></div>	
11	Hydrogen Bus Trial			Discussions with partners underway Requires support through the Annual Plan				BOPRC		<div></div>	
12	Bus Fleet Decarbonisation Feasibility Study			Study funded through Council Long Term Plan				BOPRC	Jun-24	<div></div>	
13	Public Transport Services and Infrastructure Business Case			The RFP is in development and staff are exploring options to expedite priority components to support important Business Cases.				BOPRC			
Project noTCC projectsTimeframesStatus											
1	Tauranga CBD Temporary Bus Interchange			TCC provided designs for the new facility in December and is progressing work for an opening in the 1st July.				TCC	Jun-22	<div></div>	
2	Tauranga CBD Permanent Bus Interchange			TCC leading this project - PT&I Business Case required to inform future service model				TCC	End 2023	<div></div>	
3	Arataki Bus Interchange			Consultants are working on the business case. Data originally planned as part of the PT Services and Infrastructure Business Case has been been accelrated to allow earlier completion of the Arataki Business Case.				TCC		<div></div>	
4	Low Cost Low Risk Programme			This is a 3 year programme and being progressively developed and delivered. Projects with a PT input will be discussed with the Regional Council but the majority of the programme has no Pt impact.				TCC		<div></div>	
5	Bus stop and shelter improvement			This project is well advanced and TCChope to install the first of 150 new shelters from August. There are a further 100 shelters that need to vbe further discussed with PowerCo as there are issues with clearances to overhead powerlines. A further 50 sites may not be suitable for shelters due to the steep slopes or insuffcient room. The other project which upgrades the infrastructure (signs, hard stand, access etc) is expected to be tenderered soon.				TCC	18 months from August 2022	<div></div>	
6	Parking Strategy			The parking strategy is resolved by Council. The CBD Parking Implementation Plan is currently being developed and is expected to be with Council in May.				TCC	May-23	<div></div>	
7	Cameron Road Stage 1			Construction is underway and ontrack for completion in October 2023 as per the CIP agreement				TCC	Oct-23	<div></div>	
8	Cameron Road Stage 2			Tenders have closed for this project and an award is expected in march. The business case is scheduled to be delivered in late 2022 or early 2023				TCC	Feb-23	<div></div>	
9	15th Avenue / Turrett Road			Tenders have closed for this project and an award is expected in march. The business case is scheduled to be delivered in late 2022 or early 2023				TCC	Feb-23	<div></div>	
10	Tauriko early Works			The business case is currently with Waka Kotahi for final approval of the funding. Waka Kotahi are managing the project on behalf of partners				TCC	tbc	<div></div>	
Project noProject Dependencies											
1	Tauranga CBD Temporary Bus Interchange			Final detailed designed to be agreed / BOPRC requires 10 week window for operational changes							
2	Tauranga CBD Permanent Bus Interchange			TCC & BOPRC collaboration required on TCC business case							
3	Public Transport Services and Infrastructure Business Case including the following			TCC Business cases - Totara street multi model improvement, Tauriko west enabling works package, Turret Rd, Cameron Rd stage 2. Note - linkages to CBD Interchange and Arataki.							
4	Low Cost Low Risk project			Prioritisation required							
5	Data Action Plan			Prioritised list of data requirements, anaysis and timeframes							
Key risks											
Date	Risk Description			Mitigation				Owner	Impact	Status	
Mar-22	Time lines and Quality of work			realistic deadlines including collaborative work				BOPRC & TCC		<div></div>	
	Staff Availability			priority recruitment				BOPRC & TCC		<div></div>	
	Consultant Availability			sourcing and retaining experienced Consultants				BOPRC & TCC		<div></div>	
	POE Business Case			work not progressing to Waka Kotahi standard to allow funding				BOPRC & TCC		<div></div>	
	Covid Response			managing all resources				BOPRC & TCC		<div></div>	

9.2 Papamoa Ratepayers and Residents Association Petition regarding Links Avenue**File Number: A13280154****Author: Brendan Bisley, Director of Transport****Authoriser: Nic Johansson, General Manager: Infrastructure****PURPOSE OF THE REPORT**

1. The purpose of this report is to advise the Committee of a petition received from the Papamoa Residents and Ratepayers Association on the upcoming trial in Links Avenue.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (i) Receives the report, Papamoa Ratepayers and Residents Association Petition regarding Links Avenue

DISCUSSION

2. Tauranga City Council received a deputation from the Papamoa Ratepayers and Residents Association (PRRA) at the Council meeting of 28 February 2022. This deputation was an opportunity to express their views on the upcoming trial of a further cul-de-sac in Links Avenue that is planned to start this month.
3. The PRRA had previously submitted a petition to Council in November regarding the first trial and then submitted further correspondence to Council in January regarding the trial and their views on alternatives that could be considered for bus journeys.
4. The deputation was planned to be heard on 14 February when Council considered the Links Avenue staff report, but due to unavailability of PRRA representatives it was not heard until the 28 February Council meeting.
5. Tauranga City Council staff prepared a brief report responding to the matters raised by the previous correspondence and this is attached to this report as an appendix. Also attached is the original petition received from the PRRA.

NEXT STEPS

6. The report is submitted for information only and it is TCCs intention to implement the second trial of the Links Ave cul-de-sac starting on 28 March 2022

ATTACHMENTS

1. **Papamoa Residents & Ratepayers Association Petition - A13297681**  
2. **TCC Staff Report for the Papamoa ratepayers and Residents Association deputation - A13218663**  



To the Tauranga City Council

25 November 2021

re: Links Avenue cul-de-sac trial

Attached is a petition requesting:-

- (a) An immediate end to the cul-de-sac trial in Links Avenue.
- (b) The end to any proposal to make any changes to the street layout of Links Avenue
- (c) Proper consultation with a committee of road users and residents to ascertain a more practical and sensible way of solving the problems that are perceived to exist.

We wish to have all traffic restrictions lifted within 48 hours after the council receives this letter and the barriers moved out of the way in a safe fashion as soon as possible.

This is necessary, even though a hearing may be a little way off yet, because the traffic disruption to Links Avenue and the alternate route along Oceanbeach Road is not only causing severe inconvenience but also has the potential to cause vehicle accidents and could endanger the lives of pedestrians who, as we all know, frequently cross the road with children to get to and from the beach.

The advent of the Summer season, school holidays and visitors will bring about an increase in the volume of traffic and exacerbate the danger. This is not a frivolous request; there is real danger in this situation.

Brendan Bisley was reported in Tuesday's Bay Of Plenty Times as having said that he would be interested in seeing the results of PRRA's survey. He was sent an interim copy of the comments on 12 November 2021. A final detailed copy of the results and comments will be made available as soon as we know that the council has accepted and will deal with the petition. The survey is still a live exercise and more results will be available by the time the hearing takes place.

The number of replies is approaching 1000 and of those about 97% are against the trial and any long term closure proposal. We expect, of course, a quid pro

quo from Brendan, namely, full disclosure of the results of the council's survey and reports on consultation, and any research material that has been gathered.

Signed: 

Philip Brown

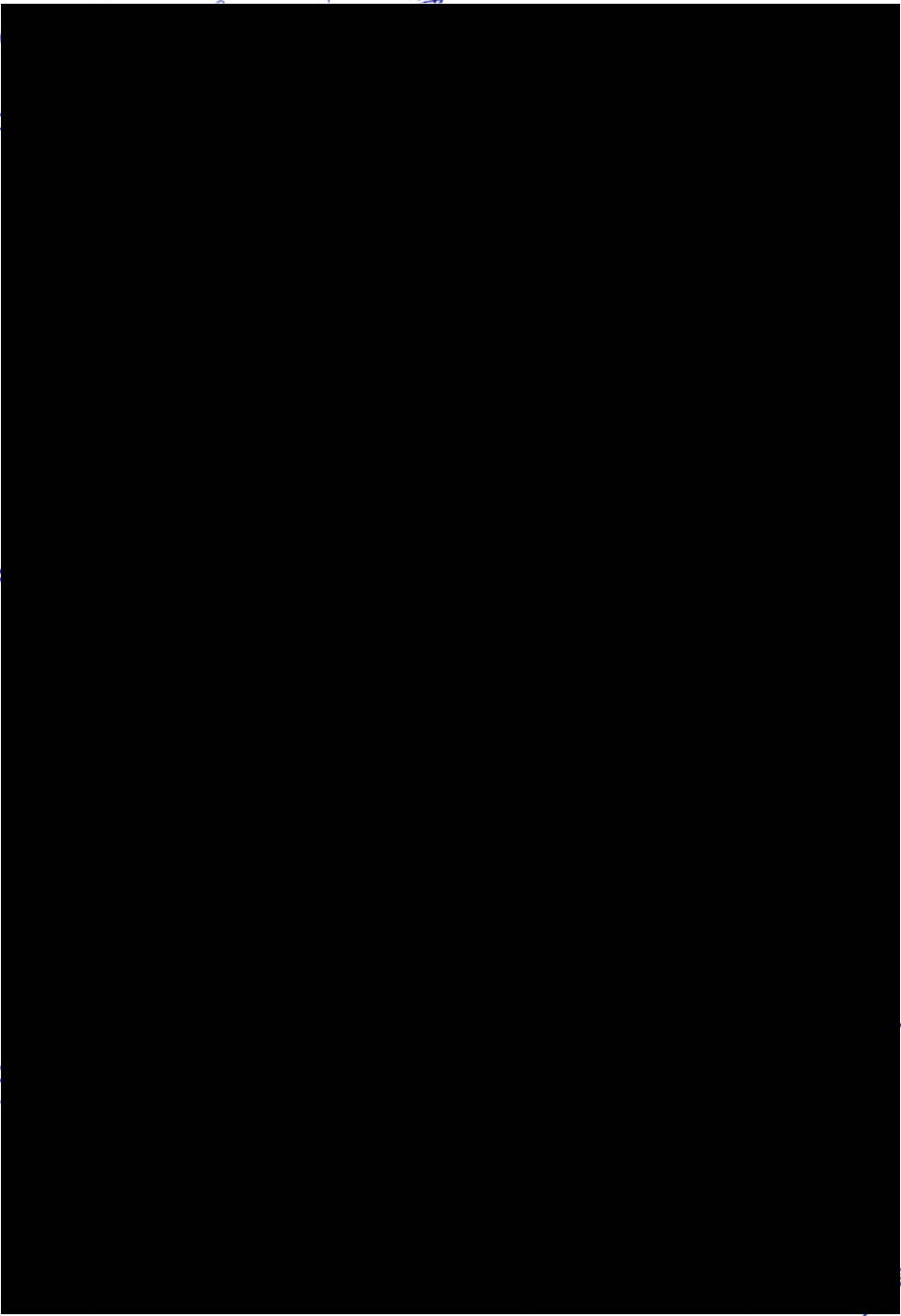
Chairman Papamoa Residents & Ratepayers Association

Signatories attached.

To the Tauranga City Council

The council is carrying out what it calls a trial of a proposal to turn Links Avenue into a cul-de-sac. This is being done against the wishes of a majority of the people who use the road and is causing considerable inconvenience and extensive traffic disruption.

- We, the undersigned residents of Tauranga call upon the council:-
- (a) To halt the trial immediately and remove the barriers.
 - (b) To not make any changes to the street layout of Links Avenue.
 - (c) To consult with a committee of road users and residents to ascertain a more practicable way of solving the problems that are perceived to exist.

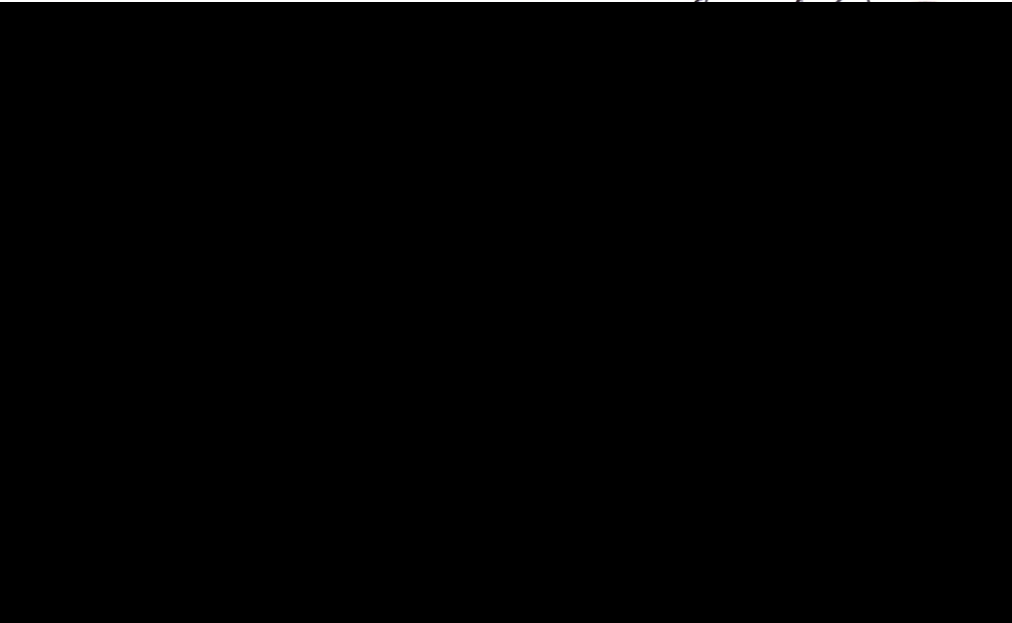

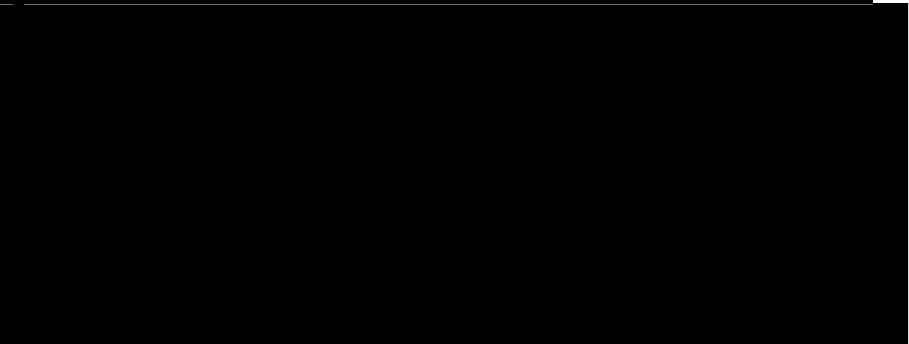
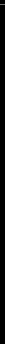
Name	Address	Signature
Bridgette Irwin		
Tui Ruka		
Monica Walker		
Tess Maskell		
Vanessa Nikora		
Jim Maskell		
KEVIN POLLARD		
MARGARET POLLARD		
Derek Rule		
Michelle Pollard		
SANDRA LONG		
Lill Griffin		
CHRIS COOPER		
Jane Green		
LUIZ VASCONCELOS		

To the Tauranga City Council

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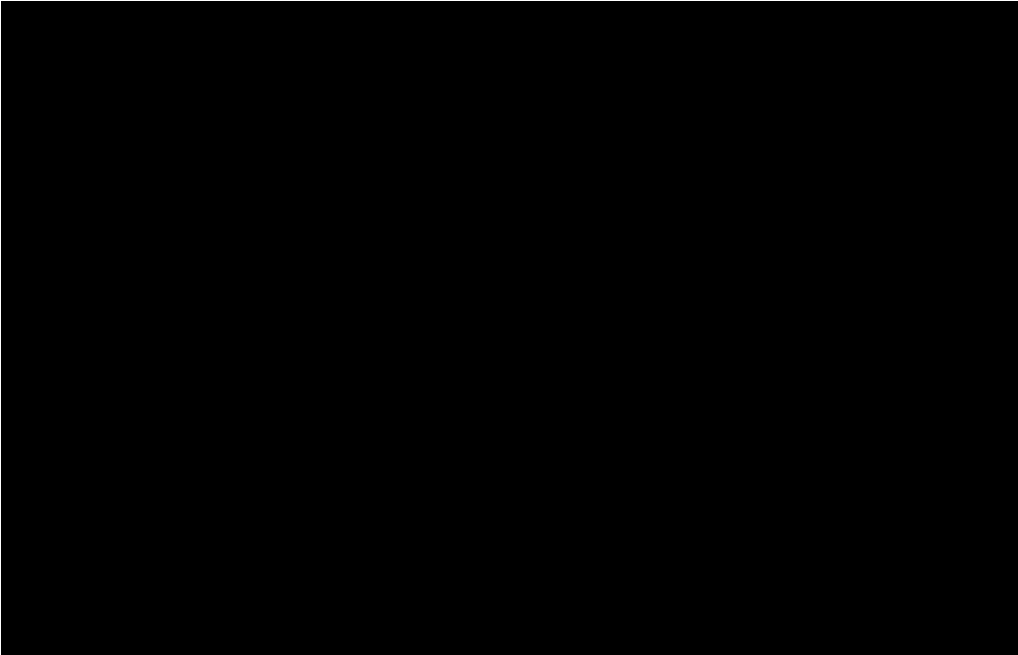
- (a) To halt the trial immediately and remove the barriers.
- (b) To not make any changes to the street layout of Links Avenue.
- (c) To consult with a committee of road users and residents to ascertain a more practicable way of solving the problems that are perceived to exist.

Name	Address	Signature
Dawn Kiddle		
TERI LOGIE		
elaine		
Karen O'Neill		
Dee Staden		
SHARIE Pomeroy		
Kelly Drayton		
MIKE WILLIAMS		

To the Tauranga City Council

The council is carrying out what it calls a trial of a proposal to turn Links Avenue into a cul-de-sac. This is being done against the wishes of a majority of the people who use the road and is causing considerable inconvenience and extensive traffic disruption.

- We, the undersigned residents of Tauranga call upon the council:-
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 - (b) To not make any changes to the street layout of Links Avenue.
 - (c) To consult with a committee of road users and residents to ascertain a more practicable way of solving the problems that are perceived to exist.

Name	Address	Signature
Lisa Te Wheo		
Sarah McClure		
GORDON McBRIDE		
Paul Edwards		
Simon SNAITH		
Andrew Hollis		
Robyn Gold		
Katherine Lawrence		

9.3 Electric Buses

File Number: A13283148

Author: Brendan Bisley, Director of Transport

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. This report is to update the joint committee on an issue that require further discussion, a request from MP Todd Muller to support funding for an electric bus trial along Cameron Road.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

Receives the report and the attached letter.

DISCUSSION


Electric Bus Trial support letter

2. The Committee has received a letter from MP Todd Muller supporting a request for \$100,000 in funding to support an electric bus trial along Cameron Road.
3. From the information contained in the letter, the bus trial is proposed to have a 5-minute frequency. The electric bus trial is proposing a smaller electric bus designed for up to 20 people, with sliding doors that allows access for cyclists, scooters, mobility scooters etc. The trial is being proposed by a group called The Transit Group (Mark Wassung, Richard Drummond and Max Lewis). The letter refers to this project being suitable to apply for the funding from the recently announced Low Emission Transport Fund.
4. Tauranga City Council does not have any funding in the Transport budget available to fund the \$100,000 trial so funding would be required from another source if it was to proceed.
5. The letter has few details on the trial and how the frequency would be provided, how many buses etc are required to achieve that, how the service would integrate with other bus services and who would operate the service. It is unclear if it is planned to be operated by the Regional Council's existing provider or by The Transit Group and whether this would require additional funding for the service operation during the trial. It is also unclear if The Transit Group has had any discussions with Regional Council staff about any trial of this new service.
6. From a Tauranga City Council perspective, while we support the move to electrified buses on the network to reduce carbon emissions, there are concerns about the bus design and axle loads they have. The current electric buses being used on the network are running 10.3tonne rear axles and this is approximately 25% higher than a standard heavy commercial axle. This is causing premature road failures in parts of the city where the pavements are not designed to have this high axle load. When Council approved the electric buses being trialled, they were only approved along Cameron Road where it was known pavements could cope better with the unusually high axle loads, but the buses are being used across the city outside the terms of the trial approval. Council staff have recently sought to discuss this with Regional Council and the bus operators but have been struggling to find who are the right people to discuss the concerns to ensure the electric buses are only used on the approved route.
7. Any new electric buses that are used in the city need to be designed in a way to ensure that the axle load remains as low as possible, but definitely no higher than a standard commercial axle weight to avoid pavement failures on bus routes.

NEXT STEPS

8. Further information should be sought on the proposed bus service trial before support is given to apply for funding from the Low Emission Transport Fund to ensure it is feasible and will work with the other bus services that are operating. As this is about the provision of the bus service per se, although it has infrastructure flow-on effects, we suggest this is led by Regional Council.

ATTACHMENTS

1. **MP Todd Muller support letter for electric bus trial funding - A13283077**  



February 2022

Hon Anne Tolley
Commission Chair
Tauranga City Council

Dear Anne,

I am writing in support of a funding application by Mark Wassung, Richard Drummond and Max Lewis via The Transit Group who seek \$100k to enable a trial and business case of bespoke private buses in Tauranga. The group is keen to trial an electric bus on the Cameron Road corridor with capacity and ease of access for mobility scooters and wheelchairs as well as cycles. I believe that creative thinking is essential when considering innovative projects for public transport and that this proposal deserves consideration.

I understand that you are overseeing the newly established Joint Transport Committee with the Bay of Plenty Regional Council and ask that you consider the request of the Transit Group's bus trial. Perhaps this project would qualify for funding under the Low Emission Transport Fund recently announced by Hon Megan Woods?

The elements sought in the Transit Group's proposal include:

1. SUSTAINABLE - Electric smaller Shuttle Bus max 20 people
2. FAST - Runs in corridors big sliding doors like train
3. FREQUENT - every 5 to 10 min
4. RELIABLE - driver Stage 1 then Autonomous in future 24/7
5. ACCESSIBLE - All access cyclists/scooters/mobility scooters/prams/wheelchairs
6. LOCAL - can be built in Tauriko by KiwiBus creating jobs and local manufacturing
7. FUTURISTIC - aerodynamic looking and brightly coloured
8. TRANSFORMATIONAL - catalyst for change to encourage people to use PT

The proposal aims to provide a more user-friendly commuting option for public transport users who are reliant on mobility aids and bicycles. I am sure you agree that this proposal would meet the aims of TCC and BOPRC to reduce cars in favour of public transport and reduction in emissions in our city.

Yours sincerely,

Todd Muller
Member of Parliament for Bay of Plenty

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Funded by the Parliamentary Service and authorised by Todd Muller MP 3/9 Domain Road, Papamoa



CC Fiona McTavish
Chief Executive
Bay of Plenty Regional Council

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www.toddmuller.co.nz



Funded by the Parliamentary Service and authorised by Todd Muller MP 3/9 Domain Road, Papamoa

9.4 Bus Data request

File Number: A13294604

Author: Brendan Bisley, Director of Transport

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. This report is to update the joint committee on an issue that requires further discussion, being the request for data by the Commissioners to the Bay of Plenty Regional Council that is still outstanding.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report;
- (b) Requests that Regional Council staff supply the information requested by Commissioner Selwood on 26 October 2021 after an earlier request in March 2021.

DISCUSSION

Bus Service Information Request

2. The Commissioners wrote to the Regional Council in October 2021 seeking information from the Regional Council to support the Council's investment decisions in bus infrastructure across the city. Commissioner Selwood sought this information in March 2021 and a follow-up letter was sent by Commission Chair Anne Tolley in October 2021 when the information requested earlier was not provided. Council received a response from the Regional Council chief executive in November 2021, but this does not provide the information sought.
3. The information sought is contained in the letter from Commission Chair Anne Tolley that is appended to this report.
4. The Commissioners are still seeking the information requested to allow ongoing discussions around appropriate funding levels for bus infrastructure and would like the Committee to support release of this data as requested in the original request in March 2021 and repeated in October 2021.
5. The Regional Council collects a range of Public Transport data. Attachment 3 includes a table of what information is available in terms of the type of data, the data source, the type of analysis and projects the data is being used for. The Arotake Public Transport monitoring report includes information on: financial performance; patronage; reliability and punctuality; customer service; smart card usage; and total mobility which will be presented to the Public Transport Committee on 17 March 2022. A dashboard to monitor Key Performance Indicators (KPIs) as part of the Regional Land Transport Plan (RLTP) has also been developed, which was presented to Regional Transport Committee on 15 March 2022. Finally, Regional Council have an interactive dashboard to monitor internal service KPIs (Attachment 4). In Attachment 4, note the recent impact of shifting to a Saturday timetable to accommodate driver shortages as a result of COVID-19.'

NEXT STEPS

6. The information requested regarding the bus services is important and allows Council to prioritise investment in the bus infrastructure.

ATTACHMENTS

1. **Commissioners letter to Regional Council - A13283074** [↓](#) 
2. **Regional Council Chief Executive Response - A13283070** [↓](#) 
3. **Uses of Public Transport Data - A13297399** [↓](#) 
4. **Service Plan Dashboard Summary Report - A13297404** [↓](#) 



26 October 2021

Fiona McTavish
Chief Executive
Bay of Plenty Regional Council

By email: fiona.mctavish@boprc.govt.nz

Dear Fiona

At the recent Regional Public Transport Committee hui held on 13 October, Commissioner Selwood was questioned regarding Tauranga City Council's installation of bus stops/shelters.

Whilst Tauranga City Council is committed to delivering the infrastructure required to facilitate and encourage increased bus patronage, investment in infrastructure needs to be supported by a strong evidence base. This will ensure that public transport infrastructure including bus stops/shelters is planned, designed and delivered in the right locations and at the right time. A long-term commitment to bus routes is necessary for the installation of bus stop infrastructure and is central to this.

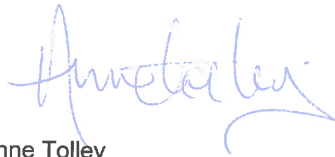
In March 2021, Commissioner Selwood requested data regarding various aspects of public transport, including bus patronage, carbon emissions and subsidies (see attachment to this letter). At that time, we were advised that the Bay of Plenty Regional Council were starting to collect some of the data as part of the optimisation work and that other material will be collected for other projects and programmes.

Since the initial request, the importance and need for this information has been repeatedly raised in both the Regional Transport Committee and Regional Public Transport Committee. Whilst we understand that there is potentially a large amount of work required to gather all the data requested, the data remains information that we require to ensure prudent planning and decision-making.

Specifically, we see the information as key to informing the development of key business cases currently being scoped. These include the Transport System Plan Combined Public Transport Services and Infrastructure Business Case, and the key corridor business cases like 15th Avenue/Turret Road/Welcome Bay Road, Cameron Road Stage 2, Accessible Streets – Area B, and the Hewletts Road sub-area.

I would appreciate an update on whether any of the requested information is now available and where information is not yet available, a timeframe by which we could expect the data.

Your sincerely



Anne Tolley
Commission Chair
Tauranga City Council

Attachment:

Key Questions posed by Commission Selwood in March 2021

- What is the passenger subsidy per trip by route by time of day (by hour)?
- What is the average and range of trip subsidies across Tauranga including:
 - What is the Fare Box Recovery / Waka Kotahi Funding Assistance Rate / Local Share ratio for Tauranga overall and then broken down by trip?
 - What is the range of subsidy per trip in dollar value from highest to lowest?
- Occupancy – What is the bus occupancy by whole of route by time of day (by hour; and by section of route)?
- Emissions:
 - Do low occupancy buses actually emit fewer or more carbon emissions than an average car?
 - How do bus emissions (typical for those in Tauranga) compare to a typical car?
 - If buses emit more carbon per trip, how many passengers are required to “break even” on carbon emissions?
- Which routes emit the highest carbon emissions per passenger by time of day (by hour per day)?

Your Ref: Letter dated 26 October 2021
Our Ref: A3962191

1 November 2021



Anne Tolley
Commission Chair
Tauranga City Council

By email anne.tolley@tauranga.govt.nz

Kia ora Commissioner Tolley

Public Transport Information

Thank you for your letter dated 26 October 2021 regarding available and required public transport information. This letter details the evidence available for you to progress the required key Public Transport (PT) infrastructure as well as seeking a meeting to brief Commissioners on this information and next steps.

Firstly, can I acknowledge your commitment to deliver the necessary infrastructure required to facilitate and encourage increased bus patronage, through appropriate transport investment by mode and including greatly improved PT infrastructure. Following the informal meeting of Commissioners and Councillors at Classic Flyers on 17 June 2021 where this commitment was strongly voiced by Commissioners, Tauranga City Council's inclusion of funding in its Long Term Plan and through the Regional Land Transport Plan is commended.

Secondly, can I also ask for the opportunity to brief you all on the PT blueprint and how we need to work together to gather more detailed evidence to support future business cases for more investment in the transport system in the Western Bay.

Existing evidence to progress PT infrastructure

BOPRC shares the commitment to delivering for our communities supported by a strong evidence base.

The evidence for the provision for infrastructure was provided as part of the Public Transport Blueprint and associated Waka Kotahi (then NZTA) business case prepared by the Regional Council in 2017. The PT Blueprint was adopted by Tauranga City Council around the same time.

The Urban Form and Transport Initiative then built on the assumption that the PT Blueprint would be fully implemented.

There is the necessary evidence base available to make decisions on critical infrastructure now and inform the development of the business cases outlined in your letter.

Critical infrastructure to implement the PT Blueprint

The Public Transport Blueprint network is now in its third year of operation with key interchanges not in place. The successful operation of services depends on its supporting infrastructure.

Objective ID A3962191

A 5 Quay St, PO Box 364, Whakatāne 3158, New Zealand **P** 0800 884 880 **F** 0800 884 882 **E** info@boprc.govt.nz **W** www.boprc.govt.nz

*Public Transport Information**1 November 2021*

2

While work is currently underway to refresh parts of the network, through the PT Optimisation projects, the CBD and Bayfair/Arataki interchanges remain key components of the PT network infrastructure. Both are critical to the functioning of the network as locations for connecting and transfers as well as being destination locations in their own right.

I understand that the CBD bus interchange will be discussed with Councillors on 2 November and look forward to hearing the outcomes of this discussion.

Information requested by Cr Selwood at the March 2021 meeting

Information has been updated and provided to subsequent meetings of the Public Transport Committee that is currently available through systems of data collection.

For example, the most recent PT workshop on 26 August 2021 there was a specific presentation on farebox recovery. The direction provided by the PTC was to focus on getting 'bums on seats' focusing on encouraging commuters and youth rather than retaining the policy of 30% farebox recovery.

Information on occupancy is provided at each meeting. Occupancy rates by whole of route by time of day, by hour, and by section of route is not required for this business case development for key corridor business cases.

The information on carbon emissions will be provided at the Public Transport committee meeting in February 2022. Again, information on if low occupancy buses emit fewer or more carbon emissions than the average car, how bus emissions compare to a typical car and if buses emit more carbon per trip is also not required for key corridor business cases.

Having said this, there is an urgent need to collectively improve information available to progress future and further investment in the Western Bay Transport System, especially for climate change impacts.

The Public Transport Infrastructure and Services Business Case being developed jointly through the Transport System Plan is the next follow-on step which will identify and address the service level requirements for the parts of the network beyond the current requirements.

TCC and BOPRC staff are working well on this business case with regular on track reporting to the Transport System Plan. I would welcome the opportunity to work with your staff to provide a more in-depth briefing on the PT blueprint and next steps.

I would also welcome the opportunity to progress improved climate change information as was recently discussed at the TSP meeting and an update on this work can be provided to commissioners by Brendon Bisley.

The work we do together to deliver public transport outcomes is critical and so I am keen to ensure a joint Public Transport briefing occurs.

Ngā mihi nui



Fiona McTavish
Chief Executive, Bay of Plenty Regional Council - Toi Moana

Objective ID A3962191

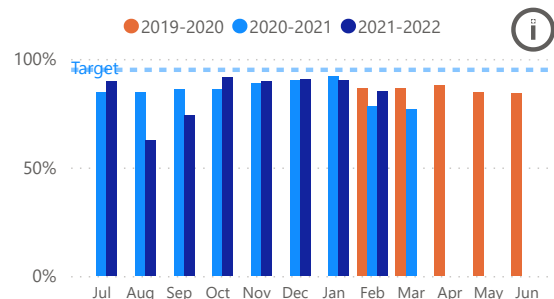
Uses of Public Transport Data

Data Type	Data Source(s)	Data Analysis	Projects
Passenger demand	Bee card (urban smart card payments)	Total patronage Patronage by route Patronage by route section Bus stop boardings and alightings	Arotake monitoring Contract management Network refresh Business cases Interchanges Bus stop improvements Traffic management / safety Fare changes
	Ticket machine record (urban cash fares and all school services)	Total patronage Total patronage by route	Arotake monitoring Contract management Fare changes
Service punctuality	Real time tracking system	Total system punctuality Services on time by route	Arotake monitoring Contract management Bus priority
Service reliability	Real time tracking system	Total system reliability Services not run by route	Arotake monitoring Contract management Network refresh
Route timings	Operational timetables	Bus run times by route	Network refresh

Data Type	Data Source(s)	Data Analysis	Projects
Route distances	Operational timetables	Distance between timing points by route	Network refresh
Service speeds	Real time tracking system	Average speed over route Speeds on individual links	Network refresh Business cases Traffic management / safety
Accessibility	Remix transit planning software	Distance from home to bus stop Time from home to bus stop Bus stop demographic catchments Public transport journey time catchments	Network refresh Business cases Interchanges Bus stop provision
Travel patterns	Tauranga Transport Model	Travel demand (base and forecast) Trip origin / destination Trip purpose Trip routing	Business cases
Carbon emissions	Ministry for Environment Vehicle service kilometres Bus emission specifications	Carbon emissions per passenger kilometre Carbon emissions per passenger kilometre per route	Business cases Bus decarbonisation feasibility study
Customer service	Regional Council contact centre	Complaints by services issue Complaints by route	Contract management Network refresh Traffic management / safety

Data Type	Data Source(s)	Data Analysis	Projects
Asset management	Bus stop condition surveys Regular asset inspections	Availability of facilities at bus stops Bus stop asset condition	Network refresh Bus stop improvements Bus stop provision
Pedestrian access	Pedestrian Level of Service Assessment	Quality of access routes Crossing points Safety / personal security	Network refresh Business cases Interchanges Bus stop improvements Traffic management / safety

TA3001 Bus reliability (earliest stop)



Reliability dropped by 5.1% in February. 21 Feb at 55% was notable (schedule change?). High performing high volume routes: 8, 72B (90%), 10, 3 (89%). Low performing high volume routes 12 (70%), 40 (81%), 1 (83%)

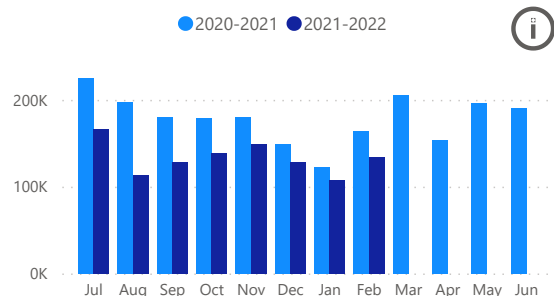
Current Month

85.0%

Previous Month

90.1%

TA1008 General Patronage (Non-Schools)



Non-schools patronage increased by 26k on January but was 30k lower than same month previous year. Patronage dropped off week of 21 Feb noticeably to roughly same level as first week of Feb. 2B, 2W highest patronage per trip

Current Month

134K

Previous Month

108K

Current Month

Feb-22

Jan-22

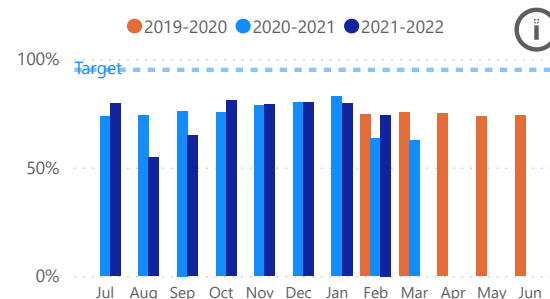
Dec-21

Nov-21

Oct-21



TA3002 Bus punctuality (earliest stop)



Punctuality dropped by 5.3% in February. 21 Feb also an outlier. High performing high volume routes: 9,8,3 (84-85%), 6,11 (81-82%). Low performing high volume routes 40 (60%), 1Tga (65%)

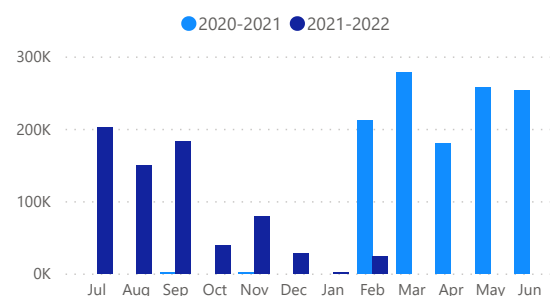
Current Month

74.2%

Previous Month

79.5%

TA1007 Schools Patronage



February schools results not fully available yet.

Current Month

24K

Previous Month

8

Previous Month

Feb-22

Jan-22

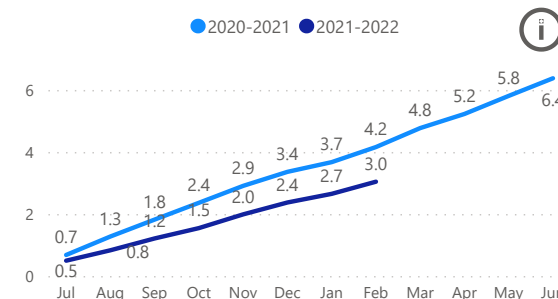
Dec-21

Nov-21

Oct-21

Sep-21

TA1002 Trips per capita (RITS exclude schools)



February schools results not fully available yet.

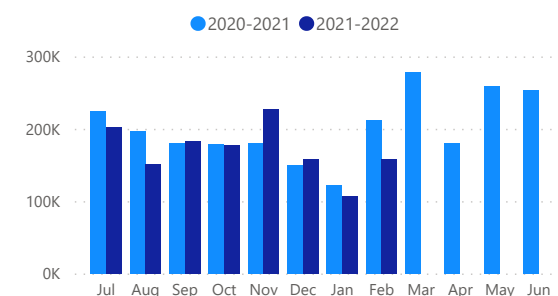
Current Month

3.04

Previous Year

4.16

TA1001 Total Patronage (Provisional)



February schools results not fully available yet.

Current Month

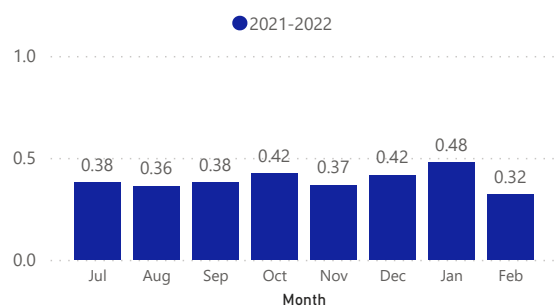
158K

Previous Month

108K

TRANSPORT

TA3007 Tonnes of GHG per 1000pkm



Emissions per 1000pkm dropped by 0.16 due to increased patronage but also more efficient use of buses running. Uses the MfE figure of 0.785 kg CO₂-e per vehicle kilometre for buses between 7.5/12k kg for all travel; not adjusted for electrics yes.

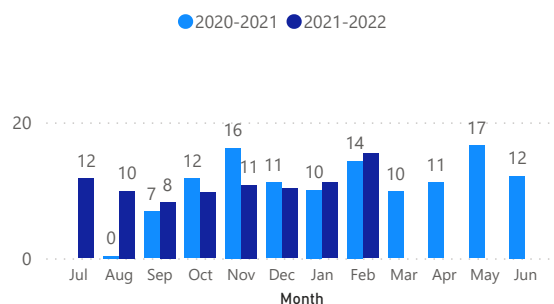
Current Month

0.32

Previous Month

0.48

TA3006 Complaints per 10k trips



Complaints per 10k trips spiked by 35%, following last year's pattern. Complaints spiked on 21-25 February (38.1/10k trips on 22 Feb) following shift to reduced schedule.

Current Month

15.4

Previous Month

11.2

Current Month

Feb-22

Jan-22

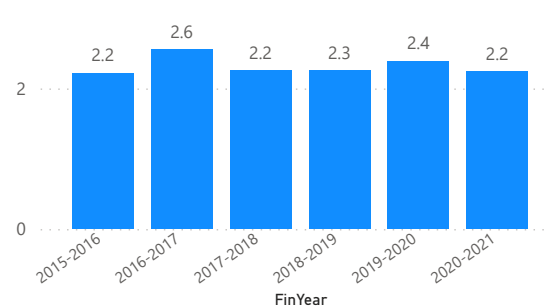
Dec-21

Nov-21

Oct-21

>

TA1005 Tonnes of GHG per capita transport



This now utilises NZTA values for VKT and average carbon emissions by class of vehicle.

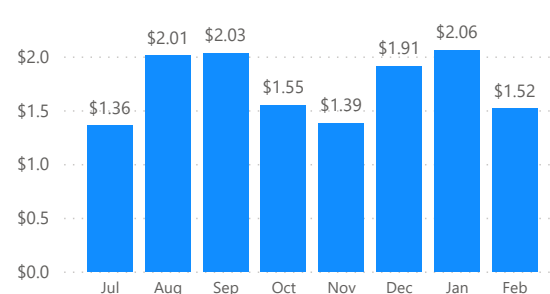
Current Year

(Blank)

Previous Year

(Blank)

TA5004 Cost per Passenger Kilometre



Cost per passenger kilometre dropped by 54c due to increased patronage but also more efficient use of buses running (pkm increased by more than patronage)

Current Month

\$1.52

Previous Month

\$2.06

Previous Month

Feb-22

Jan-22

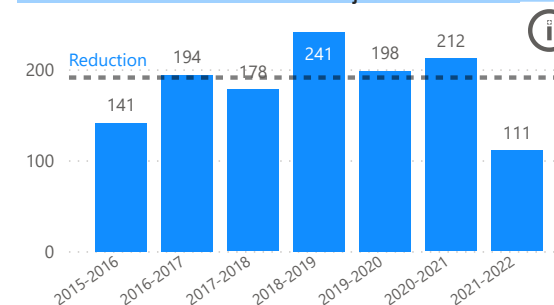
Dec-21

Nov-21

Oct-21

Sep-21

TA1006 Deaths and Serious Injuries



There have been 111 deaths and serious injuries in the Bay of Plenty this financial year. In February, there were eight incidents totalling two fatalities and nine serious injuries.

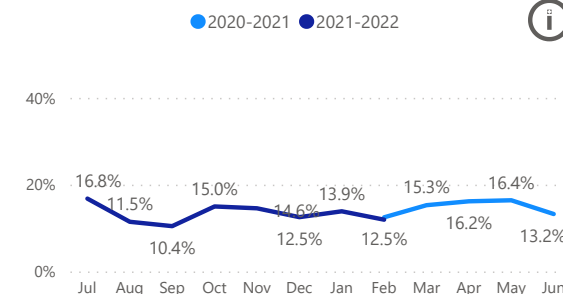
Current Year

111

Previous Year

212

TA5001 Farebox Recovery Ratio (provisional)



Farebox recovery dropped by 2% in February. This requires further checking as gross revenue has dropped by approximately \$35k despite significantly higher patronage compared to January.

Current Month

11.9%

Previous Month

13.9%

TRANSPORT

10 DISCUSSION OF LATE ITEMS

11 PUBLIC EXCLUDED SESSION**RESOLUTION TO EXCLUDE THE PUBLIC****RECOMMENDATIONS**

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
11.1 - Wednesday Challenge Update	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)	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

12 CLOSING KARAKIA