



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.

Adopted by Tauranga City Council – 8 February 2022

Adopted by Bay of Plenty Regional Council – 17 February 2022

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.

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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

Author: Alistair Talbot, Team Leader: Transport Strategy & Planning
Brendan Bisley, Director of Transport

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** [↓](#) 
2. **Public Transport Projects Dashboard - A13297439** [↓](#) 

Attachment A: Projects Update – March 2022

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
<p>Tauranga CBD interchange temporary relocation</p> <p>Delivery of an interim / temporary facility to enable the Civic re-build and to provide a facility until a permanent facility is established.</p>	<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.
<p>Bus Stop & Shelters improvement programme</p>	<ul style="list-style-type: none"> The bus stop and bus shelter programme is underway. Staff have identified the first 150 locations for new shelters 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 ensuing 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		
<p>Tauranga Dynamic Road Pricing Study</p> <p>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.</p>	<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		
<p>Public Transport Services & Infrastructure</p> <p>Proposed and prioritised 10 year services and infrastructure investment strategy to deliver the UFTI medium scenario</p>	<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
<p>Bus facility – Arataki</p> <p>Investigation to confirm the permanent bus facility for the Arataki area</p>	<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-empts 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).
<p>Bus Facility – City Centre (permanent) Investigation to confirm the permanent bus facility for the City Centre</p>	<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.

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**  

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** [↓](#) 

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** [↓](#) 

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