



AGENDA

Tauranga Public Transport Joint Committee Meeting Wednesday, 22 June 2022

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

Date: Wednesday, 22 June 2022

Time: 1pm

**Location: Bay of Plenty Regional Council Chambers
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 is 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**
- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO ORDER OF BUSINESS**

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Tauranga Public Transport Joint Committee meeting held on 12 April 2022

File Number: A13584450

Author: Robyn Garrett, Team Leader: Committee Support

Authoriser: Robyn Garrett, Team Leader: Committee Support

RECOMMENDATIONS

That the Minutes of the Tauranga Public Transport Joint Committee meeting held on 12 April 2022 be confirmed as a true and correct record.

ATTACHMENTS

- 1. Minutes of the Tauranga Public Transport Joint Committee meeting held on 12 April 2022**



MINUTES

Tauranga Public Transport Joint Committee Meeting Tuesday, 12 April 2022

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MINUTES OF TAURANGA CITY COUNCIL**TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MEETING
HELD AT THE GROUND FLOOR MEETING ROOM 1, 306 CAMERON ROAD, TAURANGA
ON TUESDAY, 12 APRIL 2022 AT 3PM**

PRESENT: Commission Chair Anne Tolley, Cr Andrew von Dadelszen, Commissioner Stephen Selwood, Cr Paula Thompson

IN ATTENDANCE: Tauranga City Council

Nic Johansson (General Manager: Infrastructure), Brendan Bisley (Director of Transport), Alistair Talbot (Team Leader: Transport Strategy & Planning), Mark Burgess (Manager: Transport Infrastructure Outcomes), Robyn Garrett (Team Leader: Committee Support), Anahera Dinsdale (Committee Advisor)

Bay of Plenty Regional Council

Namouta Poutasi (General Manager Strategy and Science), James Llewellyn (Transport & Urban Planning Manager), Fiona McTavish (Chief Executive), Oliver Haycock (Team Leader - Service Planning and Project Delivery - Transport & Urban Planning)

1 OPENING KARAKIA

Ms Namouta Poutasi opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

4.1 Acceptance of late items

COMMITTEE RESOLUTION TPT2/22/1

Moved: Commissioner Stephen Selwood
Seconded: Cr Paula Thompson

That the late report "The Wednesday Challenge - Update following March meeting" be accepted and considered at this meeting.

CARRIED

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

CHANGE THE ORDER OF BUSINESS

COMMITTEE RESOLUTION TPT2/22/2

Moved: Cr Paula Thompson

Seconded: Commissioner Stephen Selwood

That the Tauranga Public Transport Joint Committee:

Amends the order of business so Business items 2 and 5 move into Public Excluded for reasons of commercial sensitivity.

CARRIED

7 DECLARATION OF CONFLICTS OF INTEREST

Nil

8 DEPUTATIONS, PRESENTATIONS, PETITIONS

8.1 Mr Joseph Macfarlane - Director, Tauranga Campus Operations, University of Waikato

Key points

- The University of Waikato Tauranga Campus had doubled numbers of enrolment since opening with about 1200 students in 2022.
- Worked in partnership with both Tauranga City Council and Bay of Plenty Regional Council and aspired to not only be a Tauranga city campus but a wider Bay of Plenty region campus. Noted ongoing support from both authorities.
- Outlined the plan for the Tauranga Tertiary Precinct and an expanded footprint for the university.
- Although there was potential to expand and grow, there was a need to get the access right to enable expansion and growth. Consideration should be given to bus pick up and drop off points, safety of students and good access for visitors such as school visits. Also needed to consider access for student accommodation provision.
- Excited about the Civic Centre redevelopment taking place a block over from the University of Waikato campus.
- Noted the free bus service for students from further out in the region e.g. Whakatane and Rotorua as a joint project between University of Waikato and Toi Ohomai to subsidise cost.
- Would have liked university students to also get benefits from concessions on local buses.
- University of Waikato had worked alongside Tauranga City Council staff on various urban design projects.

In response to questions

- Noted it was not compulsory to have Bee cards to receive a tertiary concession. Would fully support integration with the Bee card system. Bee cards were held at reception on campus and use was promoted. Lacked ability to assess patronage and receive data of how many students were using the bus service.
- For 2022 had less students apply from Tauranga and more students from outside the Bay of Plenty. Accommodation was only offered for the first time in 2022. The previous three years, students were mainly from Tauranga and within the Bay of Plenty.
- The University of Waikato had invested in storage for scooters and bikes and was trying to promote multi-modal student travel to the campus. Unsure if there was data available on ways that students travelled to the campus; student motivation was important to understand to be able to work in an integrated way with the future city centre development.

- Covid had been an issue with international student enrolments, but it was intended that there would be an international student presence. 5000 full time equivalent students was the aspirational target for student numbers in five years.
- Seek student voice regarding transport choices to the campus.

Chairperson Tolley thanked Mr Macfarlane for his informative presentation.

Attachments

- 1 Presentation - University of Waikato Tauranga Campus

9 BUSINESS

9.1 Verbal updates on various topics

The Chairperson noted that the Committee should not be afraid of having verbal updates to keep both teams linked, staff and governance. Joint reports would be appreciated on key issues, written by both Tauranga City Council and Bay of Plenty Regional Council staff.

(1) Patronage changes on Papamoa routes

Oliver Haycock, Team Leader - Service Planning and Project Delivery - Transport & Urban Planning, BOPRC

Key points

- Phase 1 refresh launched Oct/Nov last year, included Route 2 which was a direct service from Papamoa to the CBD.
- Patronage figures were impacted by Delta.
- 540 boardings pre-refresh; in weeks after observed 527 boardings, encouraging in context of Covid.
- 204 transfers at Bayfair - had dropped by about half since the introduction of the direct route.

In response to questions

- Patronage was impacted by Covid, Christmas and holidays, return to school. It was hard to disentangle patronage on the changed routes from these effects.
- Anecdotally feedback had been very positive.
- Student data was being separated out to get better pictures of both adult and student patronage as students received a free service. The data would be circulated when available.
- Had noticed patronage starting to recover in the past two or three weeks, hoped it would be the start of the move towards the new normal. Also running a reduced timetable due to staff shortages; when back to full service better frequency would also impact on patronage. Staff would come back to the Committee in October with updated data – this would be a year since the route changes so should give a fuller picture.
- Unsure if it was possible to access gender demographic information from Beecard data as could be problematic legally.
- The route change was the first significant change from the hub and spoke approach.

Discussion points raised

- Looked at going out to the public post-election with Phase 2 proposals for the network. Would like to make some changes in particular parts of Tauranga to improve service but would need stakeholders involved.

(2) Half price bus fares

James Llewellyn, Transport & Urban Planning Manager, BOPRC

Key points

- The half price bus fare initiative was funded by central government and started on 1 April 2022. A lot of work was needed to ensure the correct fare was charged but seemed it had been implemented well.
- Very preliminary data for 1 April was approximately a 14% indicative increase in patronage.

In response to questions

- Students ride the bus free on the weekend as well.
- Decision not to move to full free fares at this stage and the subsidy was only dollar for dollar.
- Many views on whether price made a difference to people's choice for using public transport. Would need the data to inform decision making.

(3) Bus stop design options

Nic Johansson - General Manager: Infrastructure, TCC

Key points

- Mr Wassung's bus stop options were not certified or approved. Had asked Mr Wassung to contact some of Tauranga City Council's suppliers to discuss possible design options.
- Need to understand low cost versus high-cost options and also the cost/benefits of those options to be able to make an informed recommendation to achieve the best outcome on bus shelters.
- 160 shelter sites worked on and about 25 unopposed. Intent to go ahead with the unopposed sites to get the shelters installed efficiently; there was a possibility to change to a "funkier" design.
- There were about six sites along Cameron Road in the Stage 1 upgrade that could put up something different e.g. green living roof.

In response to questions

- Digital bus time boards were installed along Cameron Road so users could see when the next bus would arrive. Received good feedback on where these were along Cameron Road.
- More digital boards were planned to be installed but technology shift was towards bus users using phone apps to track real-time bus movements. Digital boards were more useful for older bus users.
- Access to bus stops also important and some new design features could be incorporated to enhance accessibility.
- Reasons for opposition from residents were that bus stops attracted noise and rowdiness, visual concerns if interrupting a view and some concern about people waiting outside residents' houses. Some aspect of Nimbyism as well.

10 DISCUSSION OF LATE ITEMS

Nil

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

COMMITTEE RESOLUTION TPT2/22/3

Moved: Cr Paula Thompson

Seconded: Commissioner Stephen Selwood

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
11.1 - The Wednesday Challenge - Update following March meeting	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
11.2 – Bayfair Interchange	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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
11.3 – Temporary City Centre	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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

CARRIED

12 CLOSING KARAKIA

Ms Namouta Poutasi closed the meeting with a karakia.

The meeting closed at 5:00pm.

The minutes of this meeting were confirmed as a true and correct record at the Tauranga Public Transport Joint Committee meeting held on 22 June 2022.

.....
CHAIRPERSON

UNCONFIRMED

8 DECLARATION OF CONFLICTS OF INTEREST

9 DEPUTATIONS, PRESENTATIONS, PETITIONS

- 9.1 Mr Mark Wassung and Mr Richard Drummond - Bay Bullet electric shuttle bus and Smart Solar prefabricated relocatable bus shelters**
- 9.2 Ms Carole Gordon - Downtown CBD shuttle and Cameron Road bus infrastructure pedestrian amenity**

10 BUSINESS

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

File Number: A13578430

Author: Brendan Bisley, Director of Transport

Authoriser: Nic Johansson, General Manager: Infrastructure

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 has been completed in a very short timeframe. In addition to the short design and construction timeframes, the critical construction period was during the last 4 weeks which have been very wet. The successful delivery has been due to the commitment of the staff, consultants and contractors involved
 - (b) The Parking Management Plan – City Centre is currently underway and the report delivered to Council so it can be implemented in the new financial year.
 - (c) 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.
 - (d) 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. Suppliers have been appointed on all these projects and work is underway developing the business cases.
 - (e) 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.

- (f) The Tauriko Enabling Works Business Case has now been endorsed by both Tauranga City Council and by Waka Kotahi at their Board meeting in April. Waka Kotahi will lead 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).
 - (g) 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. The draft plan will go to the Public Transport Committee meeting on 23 June for approval to engage. A hearing panel will also look to be set up at this meeting.
 - (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. Priority work to identify the future network model is being progressed to expedite delivery and support other key business cases. An initial draft is due in July 2022.
 - (c) The Travel Demand Management project was awarded to Vitruvius/via Strada. An initial draft programme has been produced.
 - (d) Western Bay Network Refresh Phase 2 is underway. Phase 2 involves better matching service supply to demand on 10 Tauranga Bus routes. Initial options and concepts have been developed and initial feedback has been sought from the bus operator.
 - (e) Ōmokoroa Ferry – A draft high level feasibility study has been undertaken and is being reported to the Public Transport Committee on 23 June 2022.
 - (f) Bus Decarbonisation Feasibility Study – a supplier has been appointed and work is commencing.

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. **Dashboard - A13581881**  
2. **Appendix A - Projects update - A13581880**  

		<h2 style="text-align: center;">Public Transport Projects Dashboard</h2>				
		Project Count Open 22	Project Count Closed 2	Report Date June 2022	Status Key Progressing ● Delayed ● Not started ●	
Project no	BOPRC Projects	Comments	Owner	Timeframes	Status	
1	Regional Public Transport Plan	Draft completed, seeking approval to engage at the Public Transport Committee meeting on 23 June 2022. Timeframes tight.	BOPRC	Sep-22	●	
2	Public Transport Services and Infrastructure Business Case	Priority components accelerated to support other business cases and due for completion July 2022. RFP for SSBC nearing completion - release to market anticipated in July 2022, with supplier appointed September 2022.	BOPRC	Early 2024	●	
3	On-Demand Public Transport Service Trial	Workshop with PTC to be organised to define scope. Annual plan budgeted for 2022/23.	BOPRC	mid-2023	●	
4	Western Bay Public Transport Refresh Phase 2	Initial plan developed and shared with bus operator for comment. Financial implications to be calculated and full technical report developed.	BOPRC	Jun-23	●	
5	Travel Demand Management and Behaviour Change programme	Tender awarded to Virtuvius via Strada, first initial programme drafted.	BOPRC	Jun-24	●	
6	The Wednesday Challenge	Funded by Council Long Term Plans and Waka Kotahi. Stage 3 is now broadly complete. Despite the arrival of winter weather, the challenge is making its roads. In May there were 5,187 individual participants, and 168 teams, up from 892 and 16 respectively in April.	BOPRC	TBD	●	
7	Ōmokoroa Ferry Business Case	High level feasibility stage is funded through the Long Term Plan. Draft completed and submitted to June PTC. Further business case work dependent on conclusions of initial study.	BOPRC	Jun-22	●	
8	Bus Fleet Decarbonisation Feasibility Study	Study funded through Council Long Term Plan. Supplier appointed and project commenced June 2022.	BOPRC	Jun-24	●	
Project no	TCC projects			Timeframes	Status	
2	Tauranga CBD Permanent Bus Interchange	WK have approved Point of Entry - PT&I Business Case required to inform future service model	TCC	End 2023	●	
3	Arataki Bus Interchange	TCC exploring options on Farm St. Further public consultation to be undertaken by TCC.	TCC		●	
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		●	
5	Bus stop and shelter improvement	This project is well advanced and TCC hope to install the first of 150 new shelters from August. There are a further 100 shelters that need to be 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 insufficient room. The other project which upgrades the infrastructure (signs, hard stand, access etc) is expected to be tendered soon.	TCC	18 months from August 2022	●	
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	●	
7	Cameron Road Stage 1	Construction is underway and on track for completion in October 2023 as per the CIP agreement	TCC	Oct-23	●	
8	Cameron Road Stage 2	Tender let, work is underway.	TCC	Feb-23	●	
9	15th Avenue / Turrett Road	Tender let, work is underway.	TCC	Feb-23	●	
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	●	
Project no	Project Dependencies					
1	City Centre Project					
2	Tauranga CBD Permanent Bus Interchange	TCC & BOPRC collaboration required on TCC business case				
3	Public Transport Services and Infrastructure Business Case					
4	Low Cost Low Risk project	Prioritisation required				
5	Data Provision	Initial data provided. Follow up meeting to discuss.				
Key risks						
Date	Risk Description	Mitigation	Owner	Impact	Status	
Jun-22	Time lines and Quality of work	Big work programme - ability to deliver tight timeframes	BOPRC & TCC		●	
	Staff Availability	Priority recruitment	BOPRC & TCC		●	
	Consultant Availability	Sourcing and retaining experienced Consultants	BOPRC & TCC		●	
	Covid Response	Managing impact of illness	BOPRC & TCC		●	

Attachment A: Projects Update – June 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"> This project was completed by the 13th June deliver date. The staff, consultants and contractors that were involved on this project worked hard to achieve a significant upgrade to the area in a very limited timeframe especially with the wet weather in June when the majority of the construction activity was planned 	<ul style="list-style-type: none"> This project is now complete Outstanding infrastructure to be completed NZ Bus have raised concerns around the lack of space for informal layovers between trips Space for security guard facilities to be determined
<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. 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 August. There were delays in receiving bus boarding data to enable works to be prioritised at the busiest stops and ensuing appropriate levels of service. This programme of work will get underway from October and likely take 6-12 months to complete across the city 	<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 August and we expect the programme to take approximately 15 months from its start (with the supply of 10 shelters per month from the supplier).

10.2 Update - Bus Shelters and Electronic Signs

File Number: A13570465

Author: Kurt Graham, Project Manager, Transport

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

1. To provide the Tauranga Public Transport Joint Committee with information regarding the locations of existing bus shelters and electronic PT signs and to update the committee on the progress on installing new shelters and electronic signs throughout the city.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives and reviews the report, Update - Bus Shelters and Electronic Signs

DISCUSSION

2. Tauranga has eight-hundred and sixty-one (861) bus stops city wide, including school bus only stops. Figure 1 below gives an overview of the locations of all existing bus stops on the network.



Figure 1: Current Bus Stop Locations

3. There are currently two-hundred and three (203) Bus shelters on the network, including twenty-six (26) Adshell shelters. Figure 2 below gives an overview of the locations of the existing shelters. Included in this number are seventeen (17) old green Coloursteel shelters, which are scheduled for replacement over the next two years.



Figure 2: Existing Bus Shelters

4. There are currently forty-one (41) E-paper passenger information signs in the city. There is a single VPID (variable passenger information display) outside the new Farmers building on Devonport Rd and four (4) VPID displays at the new Durham St bus interchange. The locations of these signs are shown in Figure 3 below.

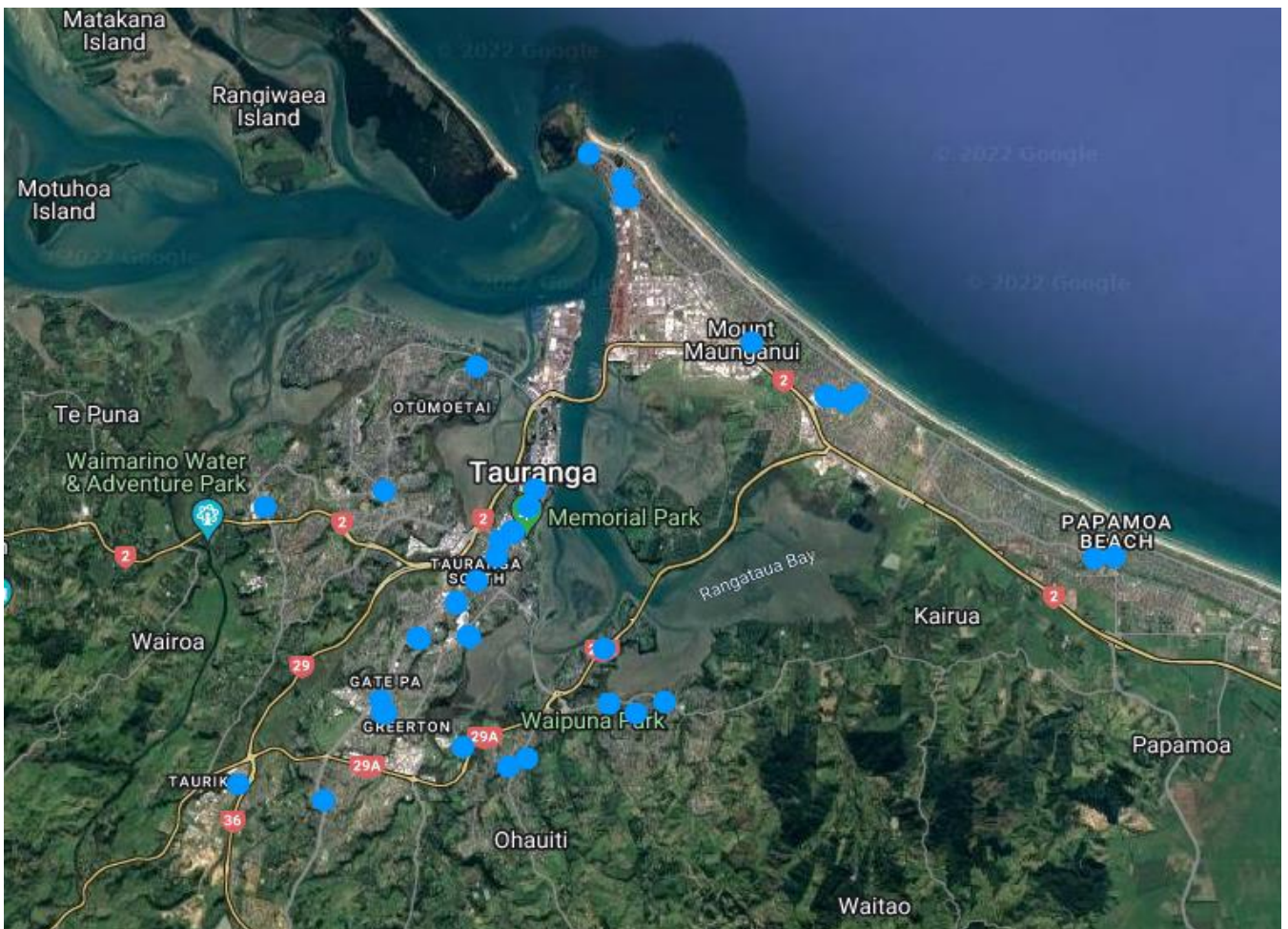


Figure 3: Existing Electronic Public Transport Signs

NEXT STEPS

5. BUS SHELTER UPDATE

- 5.1. Tauranga City Council is currently undertaking a project to install approximately two hundred (200) shelters city wide over the next two years. The purpose of the project is to improve the public transport infrastructure to encourage use and aid in driving the shift to multi modal transportation in Tauranga.
- 5.2. The installation programme will target inbound bus stops as well as outbound stops with boarding data indicating they are high use. Matthew Kilpatrick from BOPRC is assisting us with the project. To date two-hundred and twenty-five (225) inbound stops have been assessed for suitability for a shelter of these sixty-eight (68) sites were deemed to be unsuitable due to site specific constraints. The currently proposed new shelter locations have been mapped in figure 4 below:



Figure 4: New shelter locations

- 5.3. The installations require public consultations with adjacent landowners, who have the right to object. Any objections can only be overturned via a hearing process. To Date TCC has sent consultation letters to residents adjacent to approximately one hundred and forty (140) stops, notifying residents of our intention to install a shelter. To date we have had approximately thirty (30) stops either accepted or which were positioned adjacent to council owned land not requiring consultation. Approximately sixty (60) of the residents have not yet responded and approximately sixty (60) have formally objected. On 17 June the timeframe for the right to object will expire and the approximately sixty (60) sites with no responses will be approved by default.
- 5.4. The objections to date are currently being reviewed and where necessary consultants are looking at safety concerns raised by residents. A hearing is expected to be held in Q3 to seek to overturn the objections.
- 5.5. The first twenty (20) shelters have been ordered with TCC's existing shelter supplier and are expected to be delivered in July and August. These will be used to tackle "Quick Wins"

where TCC has approval to install shelter and especially where public requests for a shelter have been made.

- 5.6. The remaining shelters will be procured through a competitive procurement process, whereby new shelter colours and styles from alternative suppliers will also be considered.

6. Electronic Sign Update

- 6.1. There are fifteen (15) new E-paper passenger information signs programmed to be installed in the next financial year. A total of eighty-one (81) passenger information signs will be in operation by July 2024. Sign locations are determined by the highest passenger numbers which are supplied by BOPRC transportation staff, the most used stops are prioritised over the less frequented ones. The table attached shows the sites that are currently serviced by an E-stop sign or VPID.
- 6.2. Recent vandalism issues have highlighted the need to better protect the signs. TCC's new shelters will include pre installed conduits to enable simple installation of the electronic signs and solar panels within the shelters. The shelter provider and sign provider are currently working to develop a protective housing for the signs within the shelter.

ATTACHMENTS

Nil

11 DISCUSSION OF LATE ITEMS**12 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
12.1 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 12 April 2022	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities 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
12.2 - City Centre Strategic Plan and Action Plan - Update	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	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

13 CLOSING KARAKIA