



# **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](http://www.tauranga.govt.nz).*

**Marty Grenfell  
Chief Executive**

# Terms of reference – Tauranga Public Transport Joint Committee

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## Membership

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<b>Chairperson</b>	Chair Anne Tolley
<b>Deputy chairperson</b>	Cr Andrew von Dadelszen
<b>Members</b>	
<b>Bay of Plenty Regional Council</b>	Cr Paula Thompson Cr Andrew von Dadelszen
<b>Tauranga City Council</b>	Chair Anne Tolley Commissioner Stephen Selwood
<b>Quorum</b>	Two members, consisting of half the number of members, of which one must be from each respective Council.
<b>Meeting frequency</b>	Bi-monthly or as required by the need for decisions.

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*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.

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*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 / 15<sup>th</sup> 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

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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**

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## **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**

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### **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.

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### **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**

**Order of Business**

<b>1</b>	<b>Opening karakia</b>	<b>3</b>
<b>2</b>	<b>Apologies</b>	<b>3</b>
<b>3</b>	<b>Public forum</b>	<b>3</b>
<b>4</b>	<b>Acceptance of late items</b>	<b>3</b>
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<b>5</b>	<b>Confidential business to be transferred into the open</b>	<b>3</b>
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<b>8</b>	<b>Deputations, Presentations, Petitions</b>	<b>4</b>
8.1	Mr Joseph Macfarlane - Director, Tauranga Campus Operations, University of Waikato	4
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<b>10</b>	<b>Discussion of late items</b>	<b>6</b>
<b>11</b>	<b>Public excluded session</b>	<b>6</b>
11.1	The Wednesday Challenge - Update following March meeting	7
<b>12</b>	<b>Closing Karakia</b>	<b>7</b>

**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
<b>11.1 - The Wednesday Challenge - Update following March meeting</b>	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
<b>11.2 – Bayfair Interchange</b>	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
<b>11.3 – Temporary City Centre</b>	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.

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#### 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

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#### 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), 15<sup>th</sup>/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 \(taurikofortomorrow.co.nz\)](http://The transport system - Tauriko West (taurikofortomorrow.co.nz))) and next steps include developing a staging plan for delivery. Waka Kotahi are investigating alternative funding sources to bring forward public transport connection between Tauriko and Cameron Road.
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**  

		Public Transport Projects Dashboard				
		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 inroads. In May there were 5,187 individual participants, and 169 teams, up from 893 and		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 TCChope 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 ontrack 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
<b>Priority Projects</b>		
<b>Tauranga CBD interchange temporary relocation</b>  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"> <li>This project was completed by the 13<sup>th</sup> 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</li> </ul>	<ul style="list-style-type: none"> <li>This project is now complete</li> <li>Outstanding infrastructure to be completed</li> <li>NZ Bus have raised concerns around the lack of space for informal layovers between trips</li> <li>Space for security guard facilities to be determined</li> </ul>
<b>Bus Stop &amp; Shelters improvement programme</b>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>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).</li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Parking Management Plan – City Centre</b>	<ul style="list-style-type: none"> <li>MRCagney have been engaged to prepare the parking management plan for the CBD. The draft plan was delivered to Council early June for review and the final version was delivered on the 17<sup>th</sup> June. The changes recommended in the plan will need consultation for adoption by Council and implementation in August.</li> <li>The initial plan was delayed due to the need to undertake further parking surveys and delays in our service provider providing parking information that had been requested.</li> <li>Note the linkage to the Regional Public Transport Plan.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Low Cost Low Risk projects (relevant to Public Transport)</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>TCC staff will report on any projects with PT aspects.</li> </ul>
<b>Western Bay Network Refresh Phase 2</b> Service changes to better match service supply to demand and to improve legibility for passengers	<ul style="list-style-type: none"> <li>Initial options and concepts for service changes have been developed.</li> <li>Initial feedback has been sought from the bus operator to assist further development.</li> </ul>	<ul style="list-style-type: none"> <li>Outline assessment of service changes to understand operating cost neutrality.</li> <li>Production of technical report to assess the benefits of proposed changes.</li> <li>Workshop with Public Transport Committee to present draft proposals in advance of public meeting.</li> </ul>
<b>Travel Demand Management and Behaviour Change Programme</b>	<ul style="list-style-type: none"> <li>Tender for programme development awarded to Vitruvius / Via Strada.</li> </ul>	<ul style="list-style-type: none"> <li>Production of first draft programme.</li> <li>Identification of priority projects for potential funding through national Emission Reduction Plan (ERP).</li> </ul>
<b>Policy</b>		

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Regional Public Transport Plan</b> 10 year view of public transport policy required under the Land Transport Management Act 2023	<ul style="list-style-type: none"> <li>Draft document updated, precirculated to Public Transport Committee members for feedback.</li> <li>Report going to the next Public Transport Committee meeting 23 June to approve the draft for engagement, and establishment of a subcommittee to hear submissions.</li> </ul>	<ul style="list-style-type: none"> <li>PTC approves draft RPTP for public consultation 23 June</li> <li>Prepare documents for public release 24 June – 1 July</li> <li>Submission period 4 – 29 July</li> <li>Summary of submissions 1 – 5 August</li> <li>Hearings Subcommittee review of hearings agenda including all submissions 8 –12 August</li> <li>Hearings 17, 19, 22 August</li> <li>Prepare staff recommendations 17– 24 August</li> <li>Hearings Subcommittee review of deliberations agenda including recommendations 25 –30 August</li> <li>Deliberations 31 August, 1 September</li> <li>Hearings Subcommittee recommendations report 2 –7 September</li> <li>PTC Chair reviews Hearings Subcommittee recommendations 8 – 9 September</li> <li>Draft RPTP and Hearings Subcommittee report included in PTC agenda 12–13 September</li> <li>PTC recommends RPTP to Regional Council 22 September</li> <li>Regional Council approves final RPTP 29 September</li> </ul>
<b>Regional Land Transport Plan (RLTP)</b>	<ul style="list-style-type: none"> <li>Draft timeline received from Waka Kotahi.</li> <li>Variation to RLTP to include Western Corridor Growth Management – Tauriko West DBC approved by the Regional Transport Committee on 19 May 2022.</li> </ul>	<ul style="list-style-type: none"> <li>Formulation of project plan for the next RLTP.</li> </ul>



**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Transport Emissions Reduction analysis</b> 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"> <li>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</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Conclude the assessment of the TSP interventions and broader national emissions policy impacts against the now developing Government targets.</li> <li>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.</li> <li>The emissions analysis will be incorporated into the TCC Sustainability Strategy and Climate Change Action Plan which are currently under development.</li> </ul>
<b>Dynamic Road Pricing</b> Managed by Waka Kotahi with close coordination with Tauranga City Council this proof of concept study seeks to: <ul style="list-style-type: none"> <li>Create insights about using pricing to optimise current road infrastructure assets/capacity of networks and services; and</li> <li>Model the net revenue implications for local reinvestment in transport services and solutions.</li> </ul>	<ul style="list-style-type: none"> <li>The Study output is intended to be a proof-of-concept report. The report will include:               <ul style="list-style-type: none"> <li>Transport analysis. This will be undertaken in two phases so that we can adjust transport model parameters if needed part way through the Study; and</li> <li>Economic assessment. This will include considering road pricing revenues and costs, equity and affordability, optimisation of networks and vehicles and travel modes.</li> </ul> </li> <li>The report will include early analysis (rather than advice) about revenue ownership, decision making about use of revenues and sunk tolling costs that need to be recovered (recovered currently by existing tolling revenue streams)</li> <li>The Project team has been focussed on the initial preparatory work to update the analytical tools (e.g. transport model) to undertake the analysis and develop the options for testing. This has included engagement of a consultant to undertake the analysis.</li> </ul>	<ul style="list-style-type: none"> <li>At this stage there is an approximate 2-3 month delay to delivery of the study. The study is now due to be delivered in August/September. This delay is due to the initial scoping and agreement of the technical analysis including option development being more complex and involved than first thought.</li> <li>The Project team are now focussed on the option development (e.g. based on dynamic pricing and optimal flow – demand conditions) and assumptions (e.g. no legislative constraints; UFTI / TSP programmes; a 2035 scenario year to align with Govt targets like for emissions) that allow the modelling to be undertaken.</li> <li>The analysis will be phased. Phase One will identify a preferred implementation Concept Option as well as an assessment as to potential revenue, decongestion and decarbonisation impacts. The insight from this initial toll modelling will be used to inform &amp; refine subsequent option testing.</li> <li>Reporting to the SmartGrowth Leadership Group is programmed for June.</li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
		<ul style="list-style-type: none"> <li>The team will also factor in similar work underway in Auckland and Wellington as available.</li> </ul>
<b>Business Cases</b>		
<b>Public Transport Services &amp; Infrastructure</b> Proposed and prioritised 10 year services and infrastructure investment strategy to deliver the UFTI medium scenario	<ul style="list-style-type: none"> <li>The BC details what needs to be delivered in terms of services and infrastructure to increase the uptake of PT over the next 10 years. While the focus will be on delivery in the short and medium term, the business case has a 30 year outlook to ensure all infrastructure interventions are being considered and not being discounted due to the 10 year delivery timeframe.</li> <li>Focus has been on priority work to identify the future network model. Work has been expedited to support the development and timing of other business cases. Stantec have been appointed to undertake this work. An ILM workshop was undertaken in May 2022 and a workshop covering initial options was undertaken in June 2022.</li> <li>Staff continue to progress the RfP and Heads of Agreement for the SSBC. These documents are nearing completion and have been shared with the project steering group.</li> </ul>	<ul style="list-style-type: none"> <li>Priority work to identify the future network model due to complete in July 2022. This will provide key assumptions for all other business cases to use.</li> <li>Staff are targeting the releasing the RfP to the market (open competition) in July 2022 for the SSBC.</li> <li>Staff are targeting the appointment of a supplier / commencement of work on the SSBC in September / October 2022.</li> </ul>
<b>Bus facility – Arataki</b> Project to confirm the permanent bus facility for the Arataki area	<ul style="list-style-type: none"> <li>Following BoPRC updating their operational requirements for the Arataki bus facility a re-evaluation of the multi-criteria analysis of the location options has been undertaken. This resulted in a significant change to the initial scoring process. The implications of this are being considered by the Project Team. This includes high-level conceptual</li> </ul>	<ul style="list-style-type: none"> <li>Further consideration of the issues, constraints and implications of the options assessment to confirm next steps for the Project which could include: <ul style="list-style-type: none"> <li>Further assessment of the options for a bus facility.</li> <li>Further stakeholder and community engagement on an option or options; or</li> </ul> </li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
	design development to help understand the issues, constraints and implications associated with the re-scoring.	Further conceptual design development of an option or options.
<b>Ōmokoroa Ferry</b>	<ul style="list-style-type: none"> <li>Draft feasibility study completed. The initial draft is being reported to the upcoming Public Transport Committee meeting on 23 June 2022.</li> </ul>	<ul style="list-style-type: none"> <li>Further engagement with partners</li> </ul>
<b>Bus Facility – City Centre (permanent)</b> An improved City centre bus facility is identified as important in UFTI, the TSP and the Te Papa Spatial Framework.	<ul style="list-style-type: none"> <li>The 'point of entry' has been endorsed by Waka Kotahi which confirms funding for the investigation phase of the project to confirm a location and concept design for the for the CBD bus facility.</li> <li>In the meantime, as part of the City Centre Strategy Refresh project work is progressing to confirm the preferred route for buses through the CBD (refer separate report on this meeting agenda). In addition, the BoPRC is progressing the future public transport service model review, as a phase 1 to Public Transport Services &amp; Infrastructure business case. This work will provide assumptions that can be used to confirm the size and scale of a CBD bus facility (e.g. number of stops; facilities for bus users).</li> </ul>	<ul style="list-style-type: none"> <li>Procurement of a consultant to deliver the business case work to confirm the CBD bus facility and its concept design.</li> </ul> <p>A key risk to the project is that information required to inform the business case (e.g. from the Public Transport Services and Infrastructure Business Case) is not available when needed or that there is misalignment between partner organisations on the preferred route for public transport services through the CBD. These matters will affect the option development and assessment process to confirm a CBD facility and its concept design.</p>
<b>Cameron Road – Stage 2</b> A multi-modal improvement project for Cameron Road, between 17 <sup>th</sup> Ave (end of Cameron Road Stage 1) and Pyes Pa road, through Barks Corner. This project supports the delivery of the urban development identified by the Te Papa Spatial Plan and at Tauriko West.	<ul style="list-style-type: none"> <li>Detailed Business Case (DBC) procurement phase completed (March 2022), and contract signed with GHD consultancy team, supported by Boffa Miskell, Flow and Alta.</li> <li>Draft program being revised and updated. Draft DBC to be provided by end 2022, with a final DBC being confirmed by Feb 2023.</li> <li>Full project team structure has been determined and confirmed, including Partners and Subject Matter Experts.</li> <li>Project team has been involved in several kick-start and project emersion meetings, to ensure</li> </ul>	<ul style="list-style-type: none"> <li>Draft DBC by end of 2022 will enable detailed design procurement to get underway early 2023, if funding permits.</li> <li>Baseline data being collated for handover to the GHD project team (i.e. journey time reliability data, etc.)</li> <li>Interdependent project knowledge transfer meetings to be held during May. These are to ensure the project team has the broader understanding of related projects that may have an impact on the DBC optioneering.</li> <li>Obtain outstanding Cultural Values Assessment (for Ngati Ruahine).</li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
	<p>connectivity between the team members and get the full team up to speed.</p> <p>Communication &amp; Engagement sub-teams are working through key requirements and proposed engagement delivery methods.</p>	<ul style="list-style-type: none"> <li>Communications &amp; Engagement Plan is being developed which expands on the strategic plan with detailed proposed engagement activities and methods of delivery, in line with overarching project program. This includes developing the stakeholder register.</li> <li>Commence business case optioneering process following 'problems &amp; benefits' workshops.</li> </ul>
<p><b>15<sup>th</sup> Ave/Hairini causeway/Welcome Bay</b></p> <p>A business case for the 15<sup>th</sup> Ave/Hairini causeway/Welcome Bay corridor, to identify the preferred route and associated concept design and delivery approach (e.g. staging &amp; sequencing).</p>	<ul style="list-style-type: none"> <li>Detailed Business Case (DBC) procurement phase completed (March 2022), and contract signed with Stantec.</li> <li>Draft program being revised and updated. Draft DBC to be provided by end 2022, with a final DBC being confirmed by Feb 2023.</li> <li>Full project team structure has been determined and confirmed, including Partners and Subject Matter Experts.</li> <li>Project team has been involved in several kick-start and project emersion meetings, to ensure connectivity between the team members and get the full team up to speed.</li> <li>Communication &amp; Engagement sub-teams are working through key requirements and proposed engagement delivery methods.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to develop strategic engagement plan – to provide the platform for the consultant to develop the project detailed Communications &amp; Engagement Plan.</li> <li>Finalise the project team structure including cross organisational partnership with Waka Kotahi and the BoPRC, and including Technical Working Group.</li> <li>Set up tangata whenua liaison group and protocols. CVA(s) to be discussed, building on Hairini Link CVA.</li> <li>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 &amp; cycling modes over options that reduce congestion for single occupancy vehicles).</li> <li>Progress with strategic wider area modelling to inform both this business case and the Hewletts Road sub-area business case.</li> <li>Commence the business case to confirm the preferred corridor 'form'.</li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Accessible Streets – Area A</b> Primary cycle route facilities: Accessible Streets programme for the Mount-Pāpāmoa-CBD connections	Project not programmed to commence until the next financial year. The point of entry is being prepared for submission to Waka Kotahi.	
<b>Accessible Streets – Area B</b> Primary cycle route facilities: Accessible Streets programme for Otūmoetai-Bellevue-Brookfield connections	A contract has been awarded to a consortium of Beca, Aurecon and Stantec. Completion of a business case is being targeted for early 2023.  The route selection work was completed as part of the TSP TSOE formation.	<ul style="list-style-type: none"> <li>The initial stage of the contract will allow development of the 30% design which will be sufficient for consultation of the option and completion of the business case.</li> <li>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).</li> </ul>
<b>Eastern Corridor Transport Planning (Te Tumu &amp; Wairakei)</b>  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).	<p>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), these include:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Through the LTP it was agreed to bring forward delivery of the PEI, subject to revision of the Housing Infrastructure Fund (HIF) application. HIF funding has now been confirmed by Waka Kotahi. IAF funding was unsuccessful.</li> <li>Procurement process is underway to commission a supplier to deliver the business case for the transport infrastructure through the Wairakei town centre (e.g. bus facility) and Te Tumu.</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Progress Te Tumu transport infrastructure business case. RFP for commissioning a consultant was released in early June.</li> <li>Complete Te Tumu structure planning workstreams and funding negotiations with developers / landowners. This work is informed by the Waka Kotahi business case.</li> <li>Complete the final stages of developing the of concept designs for The Sands Ave and part of Te Okuroa Drive within the Wairakei Town Centre. This work is being undertaken with Bluehaven.</li> <li>Continue to develop the interim concept design of Te Okuroa Drive (between Sands Ave and Te Tumu boundary). This work will continue to develop in collaboration with Bluehaven.</li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
	<p>Wairakei Town Centre, high-quality walking and cycling connections, and general traffic lanes and will guide the development of the Waka Kotahi business case.</p> <ul style="list-style-type: none"> <li>Development of interim concept design for Te Okuroa Drive (between Sands Ave and Te Tumu boundary) to allow for access to Wairakei Town centre development and TCC employment land until long term design is required. This work is progressing with Bluehaven.</li> </ul>	
<p><b>Western Corridor (SH29 Tauriko / Tauriko West)</b></p> <p><u>Tauriko Enabling Works Business Case</u></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	<p><u>Tauriko Enabling Works (EW) Business Case</u></p> <ul style="list-style-type: none"> <li>Tauriko EW Business Case was endorsed by Council in February 2022. In April Waka Kotahi approved the business case for National Land Transport Funding for the Property acquisition, Pre-implementation (detailed design and consenting) and the Implementation (construction) phases.</li> <li>The next phases of the project (property acquisition; detailed design; construction) are being led by Waka Kotahi while working closely with Council staff.</li> <li>In early May, advice was received confirming that the Tauriko West Enabling works project was successful in moving to the final stage of the Infrastructure Acceleration Fund (IAF) application process. This final stage involves negotiating detailed agreements for the IAF investment for Tauriko West.</li> <li>Discussions with Crown Infrastructure Partners (CIP) and Developers within Tauriko West to continue to progress the Infrastructure Funding and Financing opportunity has been ongoing.</li> </ul>	<p><u>Tauriko Enabling Works Business Case</u></p> <p>Next steps include:</p> <ul style="list-style-type: none"> <li>Waka Kotahi are preparing a detailed programme for delivering the Property, Pre-implementation and Implementation (Construction) phases of the project. A particular focus is developing the detailed design for the various components of the project.</li> <li>Commence negotiation of the detailed agreements to support the IAF application process.</li> <li>Continue to progress the IFF with CIP and Developers.</li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<p><u>Tauriko Long-Term Business Case</u></p> <p>A Waka Kotahi lead business case to confirm the long-term transport solution for the western corridor. A key focus is on the state highway 29 including SH29A between the Takitimu Intersection and Barkes Corner, but also public transport solutions, walking and cycling, and local road networks.</p>	<p><u>Tauriko Long-Term Detailed Business Case</u></p> <ul style="list-style-type: none"> <li>Waka Kotahi NZ Transport Agency continues to working towards confirming the preferred option for the long-term transport improvements.</li> <li>Waka Kotahi has continued to further develop Option B – Offline (<a href="#">The transport system - Tauriko West (taurikofortomorrow.co.nz)</a>).</li> <li>The analysis has identified that Option B offers improvements for mode shift; with walking, cycling and high frequency public transport connections through the area; protects the freight route and improves safety with a new four lane state highway alongside the existing SH29 and SH29A (offline).</li> <li>Waka Kotahi's ongoing analysis is focussed on identifying approach to staged delivery of Option B, further concept design development (e.g. walking &amp; cycling elements and connections; public transport priority and facilities; network alignment). Transport modelling to advise on network performance and benefits associated with the developing concept and proposed staged delivery is ongoing.</li> <li>Initial discussions have been held with Waka Kotahi to develop an approach to cost sharing associated with elements of Option B (i.e. what components should be 100% Waka Kotahi funded; what should be TCC funded with Waka Kotahi Funding Assistance support).</li> <li>Community open days were held in May. These open days were led by Waka Kotahi and supported by TCC. The open days team to engage with the community on 1) the Long-Term Business Case Emerging Preferred Option, and 2) the proposed</li> </ul>	<p><u>Tauriko Long-Term Business Case: Next steps</u></p> <ul style="list-style-type: none"> <li>TCC to continue to work closely with Waka Kotahi to support them to confirm the long-term preferred option, this includes: <ul style="list-style-type: none"> <li>Further consideration of Waka Kotahi staging options and the assessment of these (e.g. impact on the agreed Settlement Pattern; local network operations; wider transport investment programme)</li> <li>Further investigation of a public transport facility near Tauranga Crossing and associated public transport priority options to support the multi-modal objectives of the project.</li> <li>Development of a cost-share approach to the components of the overall Option B network improvement.</li> </ul> </li> <li>Work continues between Waka Kotahi and TCC on the opportunity to align the Resource Management Act processes (e.g. Notice of Requirement for Option B) and Plan Change process for growth in the Western Corridor.</li> <li>The Emissions Reduction Plan (ERP) will impact the project. Guidance from Government is still to be released on key aspects of the ERP (e.g. the 20% reduction in VKT) and how this will be applied including at a project level. Once this Guidance is released the Project team will need to consider the impact of the ERP on Option B.</li> </ul>

**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
	Plan Change for the Tauriko West Urban Growth Area.	
<b>Hewletts Road Sub-Area Business Case</b> 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"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>	Key next steps include: <ul style="list-style-type: none"> <li>Establishment of the joint-partner project team</li> <li>Conclude the procurement process to appoint a supplier.</li> <li>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.</li> <li>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 &amp; cycling modes over options that reduce congestion for single occupancy vehicles).</li> </ul>
<b>State Highway 2 North (Waihi To Tauranga) including the Takitimu North Link &amp; 15<sup>th</sup> Avenue on-ramp</b> This is a Waka Kotahi NZ Transport Agency led project for the construction of Stage One from Tauranga to Te Puna, including the 15 <sup>th</sup> 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"> <li>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.</li> </ul>	Waka Kotahi are still to confirm their process for considering matters like: <ul style="list-style-type: none"> <li>The potential tolling of TNL (programmed for 2023)</li> <li>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.</li> <li>The managed lane approach on TNL</li> <li>Addressing the managed lane gap between the Takitimu Drive end of the TNL and Cameron Rd.</li> </ul>



**Attachment A: Projects Update – June 2022**

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
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.		
<b>Bus Decarbonisation Feasibility Study</b>	<ul style="list-style-type: none"><li>• Supplier appointed and work commencing.</li></ul>	<ul style="list-style-type: none"><li>• Collate baseline information.</li><li>• Commence technical work.</li></ul>
<b>Hydrogen Bus Trial</b>	<ul style="list-style-type: none"><li>• Funding was not made available via the Annual Plan deliberations process.</li></ul>	

## 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.

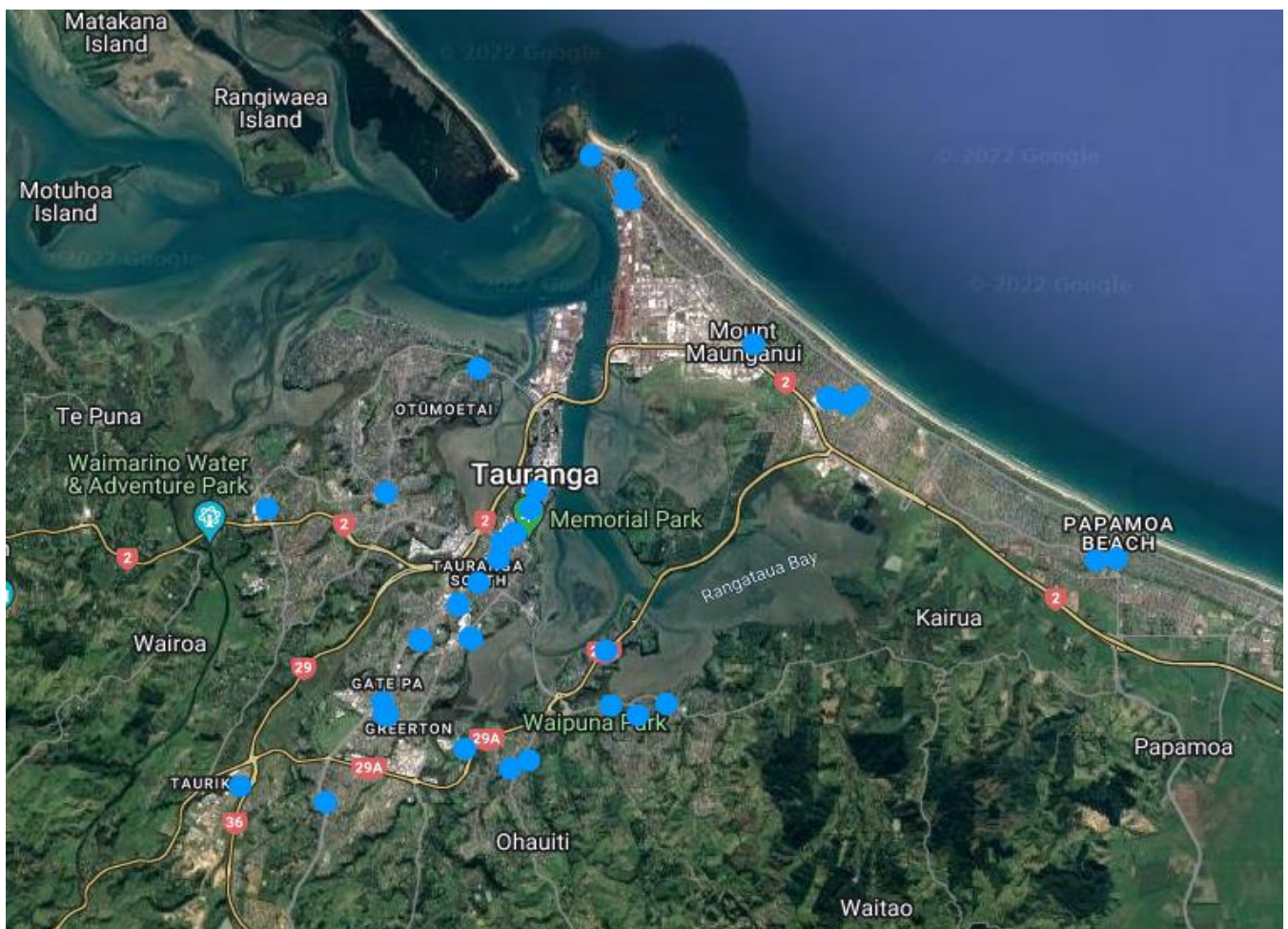


Figure 3: Existing Electronic Public Transport Signs



## 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:

<b>General subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Ground(s) under section 48 for the passing of this resolution</b>
<b>12.1 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 12 April 2022</b>	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
<b>12.2 - City Centre Strategic Plan and Action Plan - Update</b>	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**