



MINUTES

**Tauranga Public Transport Joint
Committee Meeting**

Wednesday, 22 June 2022

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**MINUTES OF TAURANGA CITY COUNCIL
TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MEETING
HELD AT THE BAY OF PLENTY REGIONAL COUNCIL CHAMBERS, 1 ELIZABETH STREET,
TAURANGA
ON WEDNESDAY, 22 JUNE 2022 AT 1PM**

PRESENT: Commission Chair Anne Tolley (Chairperson), Cr Andrew von Dadelszen (Deputy Chairperson), Commissioner Stephen Selwood and Cr Paula Thompson

IN ATTENDANCE: Tauranga City Council

Brendan Bisley (Director of Transport), Andy Mead (Manager: City Planning & Growth), Alistair Talbot (Team Leader: Structure Planning & Strategic Transport), Mark Burgess (Manager: Transport Infrastructure Outcomes), Kurt Graham (Project Manager: Transportation), Carl Lucca (Programme Director: Urban Communities), Coral Hair (Manager: Democracy Services), Sarah Drummond (Committee Advisor) and Anahera Dinsdale (Committee Advisor)

Bay of Plenty Regional Council

Namouta Poutasi (General Manager: Strategy and Science), Oliver Haycock (Team Leader: Service Planning & Project Delivery), Lorraine Sheen (Acting Transport Urban Planning Manager)

External

Greg Campbell (Public Transport Leader (Contractor), BOPRC))

1 OPENING KARAKIA

Ms Namouta Poutasi opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Refer to Deputations, Presentations and Petitions.

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

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

COMMITTEE RESOLUTION TPT3/22/1

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

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

CARRIED

8 DECLARATION OF CONFLICTS OF INTEREST

Nil

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

Key Points

- Mr Wassung, local architect and urban designer and Mr Drummond, Manager of the Kiwi Bus Builders in Tauriko West advised that they were updating information on the two projects that they had previously presented, Bay Bullet electric shuttle bus and smart solar prefabricated relocatable bus shelters. Their aim was to get a behavioural shift in the city with more people using public transport and to bring up future generations of bus users.
- Refer to Presentations 1 and 2. The first slide in Presentation 1 showed a fully electric bus with design features such as wide doors to accommodate mobile scooters, wheelchairs, prams and bikes, a wide open plan centre to enable flexibility and bigger windows with clear glass.
- The bus was shorter at 10.1 metres, opposed to the traditional length of 12.5 metres, was more nimble and lighter and had less effect on the roads.
- Red was deliberately chosen as a disrupter colour and different coloured buses were proposed for different routes e.g. blue bus for the Welcome Bay route. The green subway bus showed the opportunity for revenue generation with advertising using the whole side of the bus rather than only the back of the bus.
- Their intent was to make public transport more attractive by the strong use of colours and assist visually impaired commuters.
- Smart solar bus shelters connected to each route could also be colour coded. The technology for 3D printing of the bus shelters was not in the country currently and had not yet received certification but the engineers were confident certification would be received for both the big and small versions of the shelters.
- Their research had found bus drivers had no or limited toilet facilities and they suggested providing this for drivers with toilet facilities attached to some bus shelters. Access could be extended to people with gold or bee cards.
- The catchment zone for buses along Cameron Road and Mount/Papamoa was shown in the isochrone diagram. Those cycling or using mobile scooters could reach a bus along Cameron Road within 2 km or 5 mins (blue zone) and those walking could access a bus within 400 metres or 5 minutes (green zone). This made a huge catchment area for buses.
- A trial to connect the University of Waikato campuses was suggested.

- A connected network using buses, light rail and ferries had been presented as part of the Vision 2020-30 but had not been implemented.
- Mr Drummond presented his concept drawings for an electric bus. He stated that the problem with designing buses that followed the rules for urban buses (RUB) was that they ended up with the lowest common denominator and no one got what they wanted, whether it was the disabled or cycling communities.
- Mr Drummond stated that he could design and build buses in Tauranga; however, he advised that going into another contract under the RUB rules would result in the same old buses being built. His designs made for adaptable buses to enable anyone to get on the bus as they would be purpose built for people. He asked the Committee to look at what people wanted, where they wanted to go and start from that point.

In response to questions

- Mr Wassung stated that he was not interested in being a bus operator, but he was trying to change the system, disrupt it to get better quality buses designed to provide a good experience and increase the numbers of people using the service.
- Mr Wassung stated that he would be seeking funding to cover the work of the engineer to enable certification and he was asked to quantify the costs and bring this back to the Committee.
- Mr Drummond stated that in terms of research and development it was cheaper to spread the costs over 10 buses than one and he stated that one bus prototype would end up sitting in a paddock. He suggested running a trial initially with the bullet bus, swapping the routes and monitoring the results.
- Mr Drummond stated that there were some areas they wanted to change that would require an exemption. There was a process to go through to get exemptions to the RUB requirements.

Discussion points raised

- The Committee expressed support for the design and concepts for the buses and bus stops which they described as innovative and could definitely be seen as “circuit breakers” for public transport.
- The Committee queried how to fit this innovation into the system and were keen to explore ways to do so and requested staff consider the submission and presentations for the Bay Bullet electric shuttle bus and the Smart Solar prefabricated relocatable bus shelters.
- There were some key opportunities coming up to align the innovation proposed by Mr Wassung and Mr Drummond, including bus decarbonisation, the joint Business Case for the Public Transport Services and Infrastructure and the Regional Public Transport Plan that was going out for public consultation shortly.

COMMITTEE RESOLUTION TPT3/22/2

Moved: Cr Paula Thompson

Seconded: Commission Chair Anne Tolley

That the Tauranga Public Transport Joint Committee:

- (a) Requests that staff consider the submission and presentation from Mark Wassung and Richard Drummond to run a bus trial of a different type of bus (Bay Bullet electric shuttle bus) and build bus shelters (Smart Solar prefabricated relocatable bus shelters).

CARRIED

Attachments

- 1 Presentation - Wassung and Drummond 1
- 2 Presentation - Wassung and Drummond 2
- 3 Tabled document - Wassung and Drummond - electric buses and new bus shelters

9.2 Ms Carole Gordon - Downtown CBD shuttle and Cameron Road bus infrastructure pedestrian amenity

Key Points

- Ms Gordon wanted to start a conversation about people and mobility to lead to a new paradigm for mobility for community connectivity, one more focused on mode shift and how people moved around, and link that to adaptation and sustainability.
- Ms Gordon queried how the city would transition to a citizen-centric solution.
- She suggested a mobility ecosystem, mobility as a service (MAAS), starting with the CBD then onto neighbourhoods.
- Make the CBD environment accessible, clean, beautiful and viable, enabling walkability and a shift to pedestrian CBD placemaking by using mobility vehicles to get around the CBD, like the Queen. This would provide a new fun way to get from one place to another in the CBD, where people could hop on and off these vehicles.
- Three or two wheel options could be used, like the yellow electric bike “eco-caddy” marketed in Adelaide as a key attraction. These reduced emissions and congestion and made riding around the CBD a fun experience.
- Ms Gordon asked the Committee to think creatively to make the CBD vibrant and to open up mode shift probabilities in a greater way than seen in traditional transport systems.

In response to questions

- Ms Gordon advised that she envisaged people getting on a bus in their neighbourhood and then getting around the CBD on these mobility vehicles. This would be a win/win with linking to the pedestrianising of the city and releasing streets from traffic and parking.
- Downtown Tauranga had also been promoting a CBD shuttle.

Discussion points raised

- Ms Gordon was thanked for her presentation.

Attachments

- 1 Presentation - Ms Carole Gordon - queen's cart

10 BUSINESS

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

Staff Brendan Bisley, Director of Transport
Namouta Poutasi, General Manager Strategy and Science, BOPRC

Key points

- The list of projects was the same as previously presented but with updated commentary.
- Tauranga CBD interchange temporary relocation was completed in a very short time frame, despite the wet weather over the last month.
- A new survey was underway to inform the Parking Management Plan as last year's survey was not considered reliable enough due to Covid-19. The survey data was expected shortly and that would start the process for staff and public consultation to get the Plan in place by September 2022. There would likely be some fundamental changes to what was experienced now, and staff were happy to brief both councils.
- Progress was being made with priority business cases, with consultants engaged and the draft business cases expected at the end of the year for Cameron Road Stage 2 and 15th Ave/Harini Causeway/Welcomme Bay Road.
- The Regional Public Transport Plan would be considered by the Public Transport Committee

on 23 June 2022 for approval to go out for public engagement.

- The public transport business case, including a future network model, was being progressed and an initial draft was due in July 2022.
- The Travel Demand Management project had been awarded and an initial draft programme was being produced.
- Western Bay of Plenty Network Refresh Phase 2 was underway that involved matching service supply to demand on ten Tauranga bus routes.
- Omokoroa feasibility study would be considered at the Public Transport Committee meeting on 23 June 2022 and would recommend further discussions with councils and Waka Kotahi as the next steps towards funding and financing a ferry service.

In response to questions

- A public transport component had been included in the enabling works from Tauriko West to Tauranga Crossing but there was a missing gap between Tauranga Crossing and Barks Corner, including the public transport hub in and around Tauranga Crossing. These were part of the long-term business case; however, the challenge was to find funding to deliver these components of the project alongside the enabling works. Staff were pushing hard in conversations with Waka Kotahi, but the public transport and multi-modal works were currently outside the agreed contract. Those options were currently exhausted and there were real challenges to bring full public transport priorities through to Cameron Road.
- The report going to the Public Transport Committee tomorrow included ferry services from Mount Maunganui to the Tauranga CBD as well as from Omokoroa. Staff were working closely with other regional councils who undertook ferry services in developing the trial for Tauranga.
- Cameron Road Stage 2 draft business case would be completed by the end of the 2022 calendar year with the intention that construction of Stage 2 would begin as Stage 1 finished in 2023 through a direct appointment of the current contractors. This was subject to Waka Kotahi's agreement as they were partners in the project.
- The Mount Maunganui/Hewletts Road/Totara Street work was designed to provide the best way to move people and goods, looking at capacity, different modes, and priorities at different time periods for different modes. This corridor was a key hub with lots of congestion and, if this could be unlocked, it would mean better results in the rest of the network and more movement in this corridor for all modes of transport, both in the short and long term.
- Buses that were out of service continued to park in Willow Street but this was temporary given the imminent demolition of the buildings in Willow Street and space would be provided in Sulphur Point for layovers.
- A joint paper by both councils regarding the provision of public transport services and infrastructure as well as a report on the public transport efficiency and effectiveness work undertaken by Greg Campbell would be reported to the next meeting.

Discussion points raised

- Staff were congratulated on the completion of the Tauranga CBD interchange, especially given the weather conditions. It was interesting that the vibe at the new interchange did appear to be different.
- Concern was expressed that the enabling works at Tauriko did not include public transport as an integral part of these works, which may lead to retrofitting after the works had been completed. This was noted as inconsistent with the push for mode shift by Waka Kotahi.
- Staff were asked to follow up with Waka Kotahi to provide the Takitimu North Link design for safety improvements for members' information.
- It was recognised that councils needed to find a way to help the government achieve the 20% carbon reduction targets at the same time as ensuring government departments, like Waka Kotahi, recognised the growth pressures in the western Bay of Plenty that increased freight volumes to the port and business and commerce growth. Discussions with Waka Kotahi needed to reflect that situation and staff had political backing for those conversations.

COMMITTEE RESOLUTION TPT3/22/3

Moved: Cr Paula Thompson

Seconded: Cr Andrew von Dadelszen

That the Tauranga Public Transport Joint Committee

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

CARRIED

10.2 Update - Bus Shelters and Electronic Signs

Staff Kurt Graham, Project Manager: Transport, TCC
Brendan Bisley, Director of Transport, TCC

Key points

- The project to install approximately 200 bus shelters across the city over the next two years was underway.
- The first 20 bus shelters had been ordered and expected to be delivered in July/August 2022 and would be used to tackle “quick wins” where the Tauranga City Council had approval to install and there was high public demand.
- The remaining sites would be prioritised with a roll out of 10 per month and it was expected 40-50 new bus shelters would be in place by Christmas.
- The installations required public consultation with adjacent landowners and objections to the installations would be heard.
- More funkier design concepts had been sent to the existing supplier and feasibility and rough order costs were expected.

In response to questions

- Standard bus shelters would be installed on Cameron Road at this stage; however, once the new bus shelter designs were available they could be swapped out.
- Recent vandalism to the electronic information signs had highlighted the need to protect the signs. Staff were looking to future proof the shelters against vandalism of these signs by locating them on top of the shelters rather than on a nearby pole.
- The sites that were deemed unsuitable for bus shelters were those with topography that precluded establishing a shelter either because of the slope of the ground or insufficient room or required extensive retaining walls or did not have electrical clearance. In most cases moving the bus stop along the road was the most efficient work around.
- There was sufficient budget for rolling out the bus shelters and \$4.5 million had been included in the Long Term Plan.

Discussion points raised

Staff were requested to review the seating design for the wooden bus shelters and substitute the seating designs for Mauao if possible.

COMMITTEE RESOLUTION TPT3/22/4

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the Tauranga Public Transport Joint Committee:

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

CARRIED

11 DISCUSSION OF LATE ITEMS

Nil

12 PUBLIC EXCLUDED SESSION**RESOLUTION TO EXCLUDE THE PUBLIC****COMMITTEE RESOLUTION TPT3/22/5**

Moved: Cr Paula Thompson

Seconded: Cr Andrew von Dadelszen

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

That Mr Greg Campbell is permitted to remain at this meeting, after the public has been excluded, because of his knowledge of public transport. This knowledge will be of assistance in relation to the matter to be discussed because of his expertise in public transport leadership and relationships.

CARRIED**13 CLOSING KARAKIA**

Ms Namouta Poutasi closed the meeting with a karakia.

The meeting closed at 3:20 pm.

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

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CHAIRPERSON

UNCONFIRMED