



# **AGENDA**

## **Tauranga Public Transport Joint Committee Meeting Monday, 22 August 2022**

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

**Date: Monday, 22 August 2022**

**Time: 1pm**

**Location: Ground Floor Meeting Room 1  
306 Cameron Road  
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 are by formal agreement by both councils.

## **Power to Recommend**

The Joint Committee has a recommendatory power in relation to Tauranga City public transport matters to be considered as part of the Regional Public Transport Plan (RPTP) process.

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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

<b>1</b>	<b>Opening karakia</b>	<b>6</b>
<b>2</b>	<b>Apologies</b>	<b>6</b>
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<b>6</b>	<b>Confidential business to be transferred into the open</b>	<b>6</b>
<b>7</b>	<b>Change to order of business</b>	<b>6</b>
<b>8</b>	<b>Confirmation of minutes</b>	<b>7</b>
8.1	Minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022	7
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12.1	Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022	48
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12.3	Parking Management Plan update and timelines	48
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**1 OPENING KARAKIA**

**2 APOLOGIES**

**3 PUBLIC FORUM**

**4 CHAIRPERSON'S REPORT**

**4.1 Chairperson's verbal update**

**5 ACCEPTANCE OF LATE ITEMS**

**6 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**

**7 CHANGE TO ORDER OF BUSINESS**

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## **8 CONFIRMATION OF MINUTES**

### **8.1 Minutes of the Tauranga Public Transport Joint Committee meeting held on 21 March 2022**

**File Number:** A13796418

**Author:** Sarah Drummond, Committee Advisor

**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 21 March 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 21 March 2022**



# **MINUTES**

## **Tauranga Public Transport Joint Committee Meeting Monday, 21 March 2022**



**Order of Business**

<b>1</b>	<b>Opening karakia</b>	<b>3</b>
<b>2</b>	<b>Apologies</b>	<b>3</b>
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<b>4</b>	<b>Acceptance of late items</b>	<b>4</b>
<b>5</b>	<b>Confidential business to be transferred into the open</b>	<b>4</b>
<b>6</b>	<b>Change to order of business</b>	<b>4</b>
<b>7</b>	<b>Declaration of conflicts of interest</b>	<b>4</b>
<b>8</b>	<b>Deputations, Presentations, Petitions</b>	<b>4</b>
8.1	Presentation - Public Transport 101 - Stantec (Provided at Meeting)	4
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9.2	Papamoa Ratepayers and Residents Association Petition regarding Links Avenue	5
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9.4	Bus Data request	6
<b>10</b>	<b>Discussion of late items</b>	<b>7</b>
<b>11</b>	<b>Public excluded session</b>	<b>7</b>
11.1	Wednesday Challenge Update	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 BOP REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE, 1 ELIZABETH  
STREET, TAURANGA  
ON MONDAY, 21 MARCH 2022 AT 12.30PM**

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

**IN ATTENDANCE: Tauranga City Council (TCC)**

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), Sarah Drummond (Committee Advisor), Anahera Dinsdale (Committee Advisor)

**Bay of Plenty Regional Council (BOPRC)**

Fiona McTavish (Chief Executive), 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**

**3.1 Mr Mark Wassung - relocatable bus shelters**

**Key points**

- Mr Wassung provided a presentation which was an overview of the public transport journey in Tauranga to date.
- Mr Wassung asked the Committee to look to other cities such as Durban, Auckland and the Brisbane G link.
- There was currently a lack of bus shelters across the city.
- Mr Wassung and his group were working to develop 3D printed bus shelters but had met delays due to the pandemic.
- It was envisaged that the shelters would be illuminated and self-sustainable, bringing light and colour to the city.

**Discussion points raised**

- There was a current overlap of development with the 3D printing design that could be utilised for learning in schools' science, technology, engineering and maths (STEM) subjects. Mr Wassung had produced a paper on how the concept could be enlarged and further utilised.

## 4 ACCEPTANCE OF LATE ITEMS

Nil

## 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

## 6 CHANGE TO ORDER OF BUSINESS

Nil

## 7 DECLARATION OF CONFLICTS OF INTEREST

Nil

## 8 DEPUTATIONS, PRESENTATIONS, PETITIONS

### 8.1 Presentation - Public Transport 101 - Stantec

**External** Mr Darren Davis, Stantec

#### Key points

- The Tauranga City Council and Bay of Plenty Regional Council (BOPRC) were not starting at a base zero point, there were existing routes and various models that had been trialled and used in the past.
- There needed to be 'Connected Concepts' for routes that required transfer; these did not work well if there was not central large connection hubs in place.
- Important to not be over-complicated in routes and planning. Context always mattered; there were hybrid models that may include car use that would fit current conditions.
- A variety of low cost measures should be used to get buses moving and increase use.
- Costs of public transport provision tied to peak vehicle movement.
- Adding services to weekends was a marginal cost that increased use over time.
- Best way to improve accessibility was to improve walkability to services.

#### Discussion points raised

- There was a lack of good data and material on the full effect of walkability access. People were prepared to walk to the bus but not walk a longer distance to or from their destination.
- Research was needed to see what the challenges were and how to resolve them; some may be easier to resolve than others.

## 9 BUSINESS

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

**Staff** Alistair Talbot, Team Leader: Transport Strategy & Planning  
Brendan Bisley, Director of Transport  
Mark Burgess (Manager: Transport Infrastructure Outcomes)  
James Llewellyn (Transport & Urban Planning Manager)

#### Key points

- The report was taken as read.
- Councillor Thompson suggested that the Committee should see the presentation from student

Alice Smith to inform their work.

- The move from the Willow Street super stops was almost complete and changes in patron behaviour on street were starting to be seen.
- There was a strong focus to deliver the new hub on time. It was noted that there might be less space for the stop than originally anticipated and that five stops would be required to future proof against population growth.
- There needed to be a balance between viewing the proposed plan from the technical lens and a user experience lens.

#### **In response to questions**

- Work was ongoing to ensure that the communication and plans across both the City and Regional Council were consistent.
- Further reports would focus on progress and other matters as directed by the Committee and in the format recommended.

#### **COMMITTEE RESOLUTION TPT1/22/1**

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

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**

## **9.2 Papamoa Ratepayers and Residents Association Petition regarding Links Avenue**

**Staff** Brendan Bisley, Director of Transport

#### **Key points**

- Mr Bisley provided a brief update on the trial and the reasoning for removal of the bus stops and lane, the formation of the Links Ave cul-de-sac and surface remediation.
- The Papamoa Ratepayers and Residents Association had been invited to the meeting but staff had not received a formal response from them. Further updates on the trial would be reported to Council.

#### **In response to questions**

- Ticketing/infringement action had not yet started but would commence at the start of the trial following an education campaign.
- The roading network of Links Ave was not designed for the current volume of traffic.

#### **Discussion points raised**

- Actual increase in wait times from cars not using Links Ave was generally less than five minutes at peak.
- The bus lane would not likely be reinstated on the road.
- All road markings had now been removed and/or the surface resealed.
- Of the education letters sent currently, a percentage were for people who had already received at least two notifications of the trial and changes to layout.

**COMMITTEE RESOLUTION TPT1/22/2**

Moved: Commission Chair Anne Tolley

Seconded: Commissioner Stephen Selwood

That the Tauranga Public Transport Joint Committee:

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

**CARRIED**

**9.3 Electric Buses**

**Staff** Brendan Bisley, Director of Transport

**Key points**

- Staff provided a brief update on the purchase and use of electric public transport.

**Discussion points raised**

- Staff would look at current plans by Auckland Transport to have electric ferry boats for the current harbour services.

**COMMITTEE RESOLUTION TPT1/22/3**

Moved: Cr Paula Thompson

Seconded: Cr Andrew von Dadelszen

That the Tauranga Public Transport Joint Committee:

Receives the report and the attached letter.

**CARRIED**

**9.4 Bus Data request**

**Staff** Brendan Bisley, Director of Transport

**Key points**

- BOPRC committed to provide the information as requested and in the format that would be required.

**COMMITTEE RESOLUTION TPT1/22/4**

Moved: Commission Chair Anne Tolley

Seconded: Cr Andrew von Dadelszen

That the Tauranga Public Transport Joint Committee:

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

**CARRIED**

**10 DISCUSSION OF LATE ITEMS**

Nil

**11 PUBLIC EXCLUDED SESSION****RESOLUTION TO EXCLUDE THE PUBLIC****COMMITTEE RESOLUTION TPT1/22/5**

Moved: Commissioner Stephen Selwood

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
<b>11.1 - Wednesday Challenge Update</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

**CARRIED****12 CLOSING KARAKIA**

Ms Namouta Poutasi closed the meeting with a karakia.

**The meeting closed at 2pm.**

**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**

**8.2 Minutes of the Tauranga Public Transport Joint Committee meeting held on 22 June 2022**

**File Number: A13797340**

**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 22 June 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 22 June 2022**



# **MINUTES**

## **Tauranga Public Transport Joint Committee Meeting Wednesday, 22 June 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>
<b>5</b>	<b>Confidential business to be transferred into the open</b>	<b>3</b>
<b>6</b>	<b>Change to order of business</b>	<b>3</b>
<b>7</b>	<b>Confirmation of minutes</b>	<b>4</b>
7.1	Minutes of the Tauranga Public Transport Joint Committee meeting held on 12 April 2022	4
<b>8</b>	<b>Declaration of conflicts of interest</b>	<b>4</b>
<b>9</b>	<b>Deputations, presentations, petitions</b>	<b>4</b>
9.1	Mr Mark Wassung and Mr Richard Drummond - Bay Bullet electric shuttle bus and Smart Solar prefabricated relocatable bus shelters	4
9.2	Ms Carole Gordon - Downtown CBD shuttle and Cameron Road bus infrastructure pedestrian amenity	6
<b>10</b>	<b>Business</b>	<b>6</b>
10.1	Tauranga City Council and Bay of Plenty Regional Council Project Update	6
10.2	Update - Bus Shelters and Electronic Signs	8
<b>11</b>	<b>Discussion of late items</b>	<b>9</b>
<b>12</b>	<b>Public excluded session</b>	<b>9</b>
12.1	Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 12 April 2022	9
12.2	City Centre Strategic Plan and Action Plan - Update	9
<b>13</b>	<b>Closing karakia</b>	<b>9</b>

**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 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 to 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 two km or five minutes (blue zone) and those walking could access a bus within 400 metres or five 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 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 15<sup>th</sup> 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 gap between Tauranga Crossing and Barkes 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
<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

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.

.....  
CHAIRPERSON

UNCONFIRMED

## **9      DECLARATION OF CONFLICTS OF INTEREST**

## 10 BUSINESS

### 10.1 City Centre Action and Investment Plan - Public Transport Route Alignment

**File Number:** A13749974

**Author:** Gregory Bassam, Principal Strategic Transport Planner

**Authoriser:** Christine Jones, General Manager: Strategy, Growth & Governance

#### PURPOSE OF THE REPORT

- To provide the Committee with an update on the preferred bus route through the City Centre as part of the now adopted City Centre Action and Investment Plan (CCAIP) following the earlier discussion of this matter at the Joint Committees meeting on the 22 June 2022.

#### RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- Receives the 'City Centre Action and Investment Plan - Public Transport Route Alignment' report.
- Notes that the route alignment of Option B (Durham Street, Hamilton Street and the Strand) as being the preferred option for public transport through the City Centre and that this route is identified as such through the now adopted City Centre Action and Investment Plan.

#### DISCUSSION

- Following the Joint Public Transport Committee on the 22 June 2022, the Committee resolved that:
  - Notes that Durham Street (Option B) is the preferred public transport route through the City Centre; and*
  - Requests staff and key stakeholders work together to further explore alternate options for a public transport route through the City Centre.'*
- The bus routing options considered through the initial assessment are shown on Map 1.



4. Following the Committee on the 22<sup>nd</sup> of June a multi criteria analysis (MCA) assessment was undertaken for the additional route alignment of Grey Street, Spring Street, Durham Street, Hamilton Street and The Strand (Map 2). This additional option, known as Option E, is a combination of earlier assessed Options B (Durham Street, Hamilton Street, The Strand) and C (Dive Crescent, McClean Street, Willow Street, Grey Street).
5. As noted in the 22 June report to this Committee Option C while assessed and scoring on par with Option B, subsequent to the MCA assessment advice from the Civic Rebuild Team was received confirming that operating buses along Willow Street through the Civic precinct would not be a viable outcome to achieve their project objectives. Option C was therefore not taken any further forward.



Map 2 – Option E

6. The initial MCA assessment on Option E was undertaken independently by the Stantec project team. A joint workshop was then convened which included both TCC and BoPRC staff.
7. During the workshop there was discussions around the initial Stantec scores and other additional factors, such as the origins-destinations, and the development of laneways between Durham and Grey which could ensure accessibility and connectivity to origins and destinations for people using public transport. Following the workshop Stantec independently adjusted their scoring based on the discussion had by both TCC and BoPRC staff.
8. The revised scoring between Option B and E is shown in Table 1.

Criterion	Weight	DM	Option B	Option E
Access	25%	0	2	2
Network Integration	10%	0	2	1
Place	25%	0	2	1
Land Use	20%	0	2	2
Quality Public Transport	10%	0	2	1
Cost	10%	0	-2	-3
<b>Total</b>	<b>100%</b>	<b>0</b>	<b>1.6</b>	<b>1.05</b>

Table 1

9. TCC and BoPRC staff are now agreed that Option B is the preferred route for public transport through the City Centre. Key to supporting this route is the delivery of a laneway connections between Durham and Grey Streets and this being implemented to a high standard. It should be noted that BoPRC staffs support of Option B is contingent on the delivery of the laneway connections.
10. In respect to the delivery of the laneway, TCC can advise that the existing approved Long-Term Plan (LTP) includes a budget and actions identified to deliver a laneway connection. Work to achieve this is underway. In addition, the Council's LTP includes other activities associated with delivering improved access between the bus route and key destinations, these are known as "low-cost / low-risk" projects that are focussed on improving footpaths and bus stops / shelter (they represent \$20m provided for in the LTP - \$2m per year). The recently adopted City Centre Action and Investment Plan also identifies 'a network of vibrant laneways' as an initiative in the City Centre Key Moves Plan. These are identified as the focus of council and its partners in the short to medium term and described as 'physical' interventions that represent key structuring elements to achieve the strategic outcomes outlined in the CCAIP.



**NEXT STEPS**

11. August 2022 – ongoing implementation of the Action Plan, including long term plan project funding.
12. August 2022 – Commencement of a Single Stage Business Case to determine the location of a long-term City Centre public transport hub located along the preferred route alignment.

**ATTACHMENTS**

**Nil**

## 10.2 Joint Project Updates Report

**File Number:** A13763228

**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:

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

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### DISCUSSION

#### 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) The Parking Management Plan – City Centre is currently underway and the report delivered will be considered by Council on the 5<sup>th</sup> September for implementation. It is critical that bus services are returned to normal schedules before the changes to the parking are implemented as alternatives are required for workers.
  - (b) 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.
  - (c) Progress is being made with priority TSP business cases for projects such as Hewlett's Rd sub-area (Waka Kotahi lead), 15<sup>th</sup>/Hairini Causeway/Welcoming Bay Road and Cameron Rd Stage 2. Engagement with the community and stakeholders is underway and the business cases are on track for delivery in the new year.
  - (d) 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.
  - (e) The Tauriko Enabling Works Business Case was 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).

- (f) 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.
- 6.

## NEXT STEPS

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

## ATTACHMENTS

- 1. **Project Update - A13771796**  
- 2. **Project Dashboard - A13771793**  



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

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<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 is planned for the 24<sup>th</sup> and 25<sup>th</sup> August for site where objections have been received.</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>A tender is being undertaken for the supply of shelters due to the number of shelters and the total value of these. This tender is planned to go to market this month and will supply the bulk of the new shelters.</li> <li>20 Shelters have been ordered from the current supplier to enable the rollout of new shelters for those where approval has already been granted.</li> </ul>
Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		

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

<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 report is going to Council on the 5<sup>th</sup> September seeking endorsement of the recommendations in the report. Any changes could be implemented from late October/early November.</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> <li>• Parking charges for the off street carparks were increased in early August. This increases are in accordance with the revised charges agreed in the LTP.</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. MRCagney have been engaged to start work on the Mount parking management plan.</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>• Service changes to better match service supply to demand and to improve legibility for passengers</li> <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</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing challenges with bus driver recruitment present a deliverability risk. Implementation timeframes requires careful consideration.</li> <li>• Outline assessment of service changes to understand operating cost neutrality to be developed, along with a technical report to outline the benefits of proposed changes.</li> <li>• Workshop with Public Transport Committee to present draft proposals in advance of public meeting.</li> <li>• Public consultation to be undertaken in due course (once approved by the PTC).</li> </ul>

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

<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, who have now completed the Western Bay TDM scoping study.</li></ul>	<ul style="list-style-type: none"><li>A meeting will be set-up with partners in due course to discuss next steps.</li></ul>
<b>Policy</b>		
Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		

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

<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>Public consultation period on the draft RPTP closed on 29 July.</li> <li>64 Submissions were received, with 23 submitters requesting to present to the Hearings Panel</li> <li>Hearings are ongoing (17,19 and 22 August)</li> </ul>	<ul style="list-style-type: none"> <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>
Project Description	Current Update (key matters)	Next Steps and Identified Risks

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

<b>Priority Projects</b>		
<p><b>Transport Emissions Reduction analysis</b></p> <p>Analysis of Urban Form and Transport Initiative (UFTI) &amp; Western Bay of Plenty Transport System Plan (TSP) emissions work relative to emerging Government policy direction.</p>	<ul style="list-style-type: none"> <li>A Transport Emissions Projection assessment tool has been developed based on the Transport System Plan. This tool enables the impact of different levers (e.g. mode shift; travel demand management; low carbon vehicle update) to be tested to identify the impact on transport emissions relative to the baseline (TSP programme of activities) and the Governments Emissions Reduction Plan to be understood.</li> </ul>	<ul style="list-style-type: none"> <li>The tool will be important to informing the options assessment associated with developing future transport programmes like the Transport System Plan (version 2).</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>
<p><b>Dynamic Road Pricing</b></p> <p>Managed by Waka Kotahi with close coordination with Tauranga City Council this proof-of-concept study seeks to:</p> <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 the transport model parameters can be adjusted as the analysis progresses; 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>Stage 1 scenario testing is progressing. This focuses on modelling to explore the broad range of concepts (e.g. cordon; distance) to understand the type and range of pricing outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>Next steps are to conclude the Stage 1 analysis, consider those outputs and confirm how they influence the Stage 2 testing which it is anticipated to focus on:             <ul style="list-style-type: none"> <li>Modelling that represents the dynamic nature of pricing in more detail;</li> <li>Refining the concepts or creating a new or hybrid concept to those tested in Stage 1 for testing in Stage 2 for more detailed analysis.</li> </ul> </li> <li>The study is due to be delivered in November 2022. This is later than originally programmed and is due primarily to it taking more time to develop the project scope and confirming how the tools (like the transport model) can be used to undertake the analysis.</li> </ul>

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

Project Description	urrent Update (key matters)	Next Steps and Identified Risks
<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>Priority work to identify the future strategic network model has now completed. Work has been expedited to support the development and timing of other business cases.</li> <li>SSBC currently being tendered, with responses due 8 September 2022.</li> <li>Commissioners and Councillors to be briefed on progress to date in separate session.</li> </ul>	<ul style="list-style-type: none"> <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>Early consultation with the community and ACLG is underway on proposed options for the new facility. Those groups would like co-design to ensure the outcomes meet community expectations.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing discussion with the community regarding the facility and wider connectivity to facilities and connectivity across Girven Road.</li> </ul>

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

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<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 to be undertaken via the TSP.</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>Tenders are being sought for a consultant to undertake the investigation of the permanent facility. The timeframes for the investigation meets the 18month expectation for a permanent facility.</li> <li>Partners have agreed a preferred PT corridor.</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. 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 Barkes 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>Initial community and stakeholder consultation is underway.</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>The timelines for this project are relatively short. Delays in decision making from Waka Kotahi may prevent construction being able to start as stage 1 finishes work.</li> </ul>
Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		

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

<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>• The Detailed Business Case (DBC) is underway with Stantec being engaged.</li> <li>• Initial consultation has been completed with the community and stakeholders.</li> <li>• Delivery of the business case is planned for early 2023.</li> <li>• The team involved with this project are working closely with the other large business cases to ensure they are aligned projects.</li> </ul>	<ul style="list-style-type: none"> <li>• The area being investigated has significant limitations due to the topography, notable trees and the potential impacts on the estuary.</li> <li>• The cost of any proposed options may be significantly higher than initially estimated due to the complexity of working in a marine environment.</li> </ul>
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Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<p><b>Accessible Streets – Area A</b></p> <p>Primary cycle route facilities: Accessible Streets programme for the Mount-Pāpāmoa-CBD connections</p>	<p>Project not programmed to commence until the next financial year. The point of entry is being prepared for submission to Waka Kotahi. Staff are working with BOPRC staff to correctly scope the POE.</p>	



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

<p><b>Accessible Streets – Area B</b></p> <p>Primary cycle route facilities: Accessible Streets programme for Otūmoetai-Bellevue-Brookfield connections</p>	<ul style="list-style-type: none"> <li>Initial community consultation is underway on options.</li> <li>The business case is planned to be completed later this calendar year.</li> </ul>	<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> <li>The corridor has conflicting modes so integration between them will need to be carefully managed.</li> <li>Delays between completion of the business case and approval of the detailed design may result in the specialist expertise being allocated by the consultants to other projects. The skill set for these type of projects is limited nationally and in high demand.</li> </ul>
<p><b>Eastern Corridor Transport Planning (Te Tumu &amp; Wairakei)</b></p> <p>A number of transport focused workstreams remain underway related to the Te Tumu structure planning process, Wairakei Town Centre development and the Papamoa Eastern Interchange (PEI).</p>	<p>A number of transport-focused 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.</li> <li>Development of the required Waka Kotahi business case to confirm the availability of the National Land Transport Fund to support implementation of the transport system for the Wairakei Town Centre and Te Tumu growth areas.</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>Deliver the Te Tumu and Wairakei Town Centre transport infrastructure business case.</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 concept designs for The Sands Ave and part of Te Okuroa Drive within the Wairakei Town Centre. This work is being undertaken with Bluehaven and will inform the Waka Kotahi business case.</li> <li>Ongoing work to confirm the funding and financing approach to deliver the required infrastructure.</li> </ul>

**Attachment A: Projects Update – August 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 the 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>	

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

<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>Following approval of the Business Case in February 2022 the pre-implementation phase (property acquisition and detailed design) has been progressing and is 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 which is ongoing.</li> <li>Discussions with Crown Infrastructure Partners (CIP) and Developers within Tauriko West to continue to progress the Infrastructure Funding and Financing opportunity has continued.</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>Continue negotiation of the detailed agreements to support the IAF application process and the continue to progress the IFF with CIP and Developers.</li> <li>Seek resolution to the Judicial Review received from Tauriko Crossing Limited to the Waka Kotahi and TCC decisions related to the business case.</li> </ul>
Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		

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


<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</a> (<a href="http://taurikofortomorrow.co.nz">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 focused 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> </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). This is key information that has taken longer and required more testing than originally anticipated by the Waka Kotahi team.</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 Waka Kotahi on how Government direction is to be applied at a project level is still to be released.</li> </ul>
Project Description	Current Update (key matters)	Next Steps and Identified Risks

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

<b>Priority Projects</b>		
<p><b>Hewletts Road Sub-Area Business Case</b></p> <p>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).</p>	<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>	<p>Key next steps include:</p> <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>
<p><b>State Highway 2 North (Waihi To Tauranga) including the Takitimu North Link &amp; 15<sup>th</sup> Avenue on-ramp</b></p> <p>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.</p> <p>Since the original Government decision, Waka Kotahi have introduced a new project to investigate and design short to medium</p>	<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>	<p>Waka Kotahi are still to confirm their process for considering matters like:</p> <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 – August 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>

<div>  <div>Public Transport Projects Dashboard</div>  </div>					
		Project Count Open 22	Project Count Closed 2	Report Date August 2022	<b>Status Key</b> Progressing <span style="color: green;">●</span> Delayed <span style="color: orange;">●</span> Not started <span style="color: red;">●</span>
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	<span style="color: green;">●</span>
2	Public Transport Services and Infrastructure Business Case	Priority work now complete. SSBC currently being tendered, with responses due 8 September 2022.	BOPRC	Early 2024	<span style="color: green;">●</span>
3	On-Demand Public Transport Service Trial	Consultant appointed to progress. Options to be presented at a Council workshop.	BOPRC	mid-2023	<span style="color: green;">●</span>
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	<span style="color: orange;">●</span>
5	Travel Demand Management and Behaviour Change Programme	Tender for programme development awarded to Vitruvius / Via Strada, who have now completed the Western Bay TDM scoping study. A meeting will be set-up with partners in due course to discuss next steps.	BOPRC	Jun-24	<span style="color: green;">●</span>
6	The Wednesday Challenge	Funded by Council Long Term Plans and Waka Kotahi. To date, 13,152 current participants have logged 115,001 journeys. 76 organisations, 73 businesses and 55 school/college teams have been registered.	BOPRC	TBD	<span style="color: green;">●</span>
7	Ōmokoroa Ferry Business Case	High level feasibility stage is funded through the Long-Term Plan. Draft completed and submitted to June 2022 PTC. Discussion to be held with TSP partners.	BOPRC	Jun-22	<span style="color: green;">●</span>
8	Bus Fleet Decarbonisation Feasibility Study	Study funded through Council Long Term Plan. Supplier appointed and project commenced June 2022.	BOPRC	Jun-24	<span style="color: green;">●</span>
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	<span style="color: green;">●</span>
3	Arataki Bus Interchange	TCC exploring options on Farm St. Further public consultation underway.	TCC		<span style="color: orange;">●</span>
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		<span style="color: green;">●</span>
5	Bus stop and shelter improvement	This project is well advanced and TCC hope to install the first of 150 new shelters from August (subject to deliver of the new shelters from the supplier). A hearing is planned for late August for sites where objections were received for the new shelters. 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	<span style="color: orange;">●</span>
6	Parking Strategy	The parking strategy is resolved by Council. The CBD Parking Implementation Plan is going to Council on the 5 <sup>th</sup> September for approval. Implementation could occur from late October /early November	TCC	May-23	<span style="color: orange;">●</span>
7	Cameron Road Stage 1	Construction is underway and ontrack for completion in October 2023 as per the CIP agreement	TCC	Oct-23	<span style="color: green;">●</span>
8	Cameron Road Stage 2	Development of the business case is underway	TCC	Feb-23	<span style="color: green;">●</span>
9	15th Avenue / Turrett Road	Development of the business case is underway	TCC	Feb-23	<span style="color: green;">●</span>
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	<span style="color: green;">●</span>
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		<span style="color: red;">●</span>
	Staff Availability	Priority recruitment	BOPRC & TCC		<span style="color: red;">●</span>
	Consultant Availability	Sourcing and retaining experienced Consultants	BOPRC & TCC		<span style="color: red;">●</span>
	Covid Response	Managing impact of illness	BOPRC & TCC		<span style="color: red;">●</span>

**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 21 March 2022</b>	<p>s7(2)(a) - The withholding of the information is necessary to protect the privacy of natural persons, including that of deceased natural persons</p> <p>s7(2)(b)(i) - The withholding of the information is necessary to protect information where the making available of the information would disclose a trade secret</p> <p>s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information</p> <p>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)</p>	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 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee meeting held on 22 June 2022</b>	<p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</p> <p>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)</p>	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>12.3 - Parking Management Plan update and timelines</b>	s7(2)(b)(ii) - The withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information	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**