



# **AGENDA**

## **Tauranga Public Transport Joint Committee meeting Wednesday, 1 May 2024**

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

**Date: Wednesday, 1 May 2024**

**Time: 10.30am**

**Location: BoP Regional Council Chambers  
1 Elizabeth Street  
Tauranga**

*Please note that this meeting will be livestreamed and the recording will be publicly available on Tauranga City Council's website: [www.tauranga.govt.nz](http://www.tauranga.govt.nz).*

**Marty Grenfell  
Chief Executive**

# Terms of reference – Tauranga Public Transport Joint Committee

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## Membership

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<b>Chairperson</b>	Chair Anne Tolley
<b>Deputy chairperson</b>	Cr Andrew von Dadelszen
<b>Members</b>	
<b>Bay of Plenty Regional Council</b>	Cr Paula Thompson Cr Andrew von Dadelszen
<b>Tauranga City Council</b>	Chair Anne Tolley Commissioner Stephen Selwood
<b>External Member (non-voting)</b>	
Waka Kotahi NZ Transport Agency	Jessica Andrew <i>TBC - Alternate</i>
<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

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- 1 OPENING KARAKIA**
- 2 APOLOGIES**
- 3 PUBLIC FORUM**
- 4 ACCEPTANCE OF LATE ITEMS**
- 5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN**
- 6 CHANGE TO ORDER OF BUSINESS**

## 7 CONFIRMATION OF MINUTES

### 7.1 Minutes of the Tauranga Public Transport Joint Committee Held on 5 December 2023

**File Number:** A15878543

**Author:** Caroline Irvin, Governance Advisor

**Authoriser:** Anahera Dinsdale, Acting Team Leader: Governance Services

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### RECOMMENDATIONS

That the minutes of the Tauranga Public Transport Joint Committee meeting held on 5 December 2023 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 5 December 2023 - A15836197 [↓](#) 



# Tauranga Public Transport Joint Committee

## Open Minutes

<b>Commencing:</b>	Tuesday 5 December 2023, 2.30 pm
<b>Venue:</b>	Council Chambers, Regional House, 1 Elizabeth Street, Tauranga
<b>Chairperson:</b>	Cr Andrew von Dadelszen - Bay of Plenty Regional Council Toi Moana (BOPRC)
<b>Deputy Chairperson:</b>	Commission Chair Anne Tolley - Tauranga City Council (TCC)
<b>Members:</b>	Commissioner Stephen Selwood (TCC) Jessica Andrew - NZ Transport Agency Waka Kotahi
<b>In Attendance:</b>	<p><u>BOPRC</u>: Cr Ron Scott; Cr Kat Macmillan (via Zoom); Oliver Haycock - Manager, Transport Planning; Matthew Kilpatrick - Senior Transport Planner; Stuart Nightingale - Manager, Transport Operations; Claudia Cameron - Committee Advisor.</p> <p><u>TCC</u>: Nic Johansson - General Manager, Infrastructure; Shawn Geard - Transport Technical Lead, City Centre Team; Craig Dunlop - Principal Investment Advisor.</p>
<b>Apologies:</b>	Cr Paula Thompson - BOPRC

Committee members and the public were reminded that the public section of the meeting was being livestreamed and recorded and that the recording would be available on the Bay of Plenty Regional Council YouTube channel following the meeting.

Recording link: [Tauranga Public Transport Joint Committee Meeting - 5 December 2023 \(youtube.com\)](https://www.youtube.com/watch?v=...)

### 1. Apologies

#### Resolved

**That the Tauranga Public Transport Joint Committee:**

- 1 Accepts the apology from Cr Paula Thompson for absence tendered at the meeting.**

**von Dadelszen/Selwood  
CARRIED**

DRAFT MINUTES YET TO BE CONFIRMED

1

TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MINUTES

5 DECEMBER 2023

## 2. Items not on the Agenda

### 2.1 Arataki Bus Facility Verbal Update

#### Resolved

That the Tauranga Public Transport Joint Committee:

- 1 Accepts the late item, Arataki Bus Facility Verbal Update;
- 2 Notes that the reason the item is not on the agenda is that the information was not available until after the agenda was prepared, and an update was requested by Bay of Plenty Regional Council before the next scheduled meeting of this Committee;
- 3 Confirms this item will be heard in Public Excluded.

Tolley/Selwood  
CARRIED

## 3. Order of Business

The late item, Arataki Bus Facility Verbal Update would be heard in Public Excluded.

## 4. Declaration of Conflicts of Interest

None.

## 5. Minutes

### Minutes to be Confirmed

### 5.1 Tauranga Public Transport Joint Committee Minutes - 17 October 2023

#### Resolved

That the Tauranga Public Transport Joint Committee:

- 1 Confirms the Tauranga Public Transport Joint Committee Minutes - 17 October 2023 as a true and correct record.

Tolley/Selwood  
CARRIED

## 6. Verbal Updates

### 6.1 Director's Update

Presented by: Oliver Haycock – Manager, Transport Planning (BOPRC)

#### Key Points:

- There was some optimism the new Government may provide increased funding opportunities and it was seen as a positive that Simeon Brown was both the Minister for Transport and Local Government

DRAFT MINUTES YET TO BE CONFIRMED

2

## TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MINUTES

5 DECEMBER 2023

- Noted the Government's intention to update the Government Policy Statement (GPS) on Land Transport
- Regional Land Transport Plan (RLTP) processes and general elections often coincided, staff would remain flexible and update Councillors on any challenges or opportunities
- Staff had participated in a Regional Advisory Group to provide technical scoring and ranking of projects, which was to be presented to the Regional Transport Committee in December 2023.

## 7. Reports

### 7.1 Chairperson's Report

Presented by: Stuart Nightingale - Manager, Transport Operations (BOPRC) and Oliver Haycock - Manager, Transport Planning (BOPRC)

**Key Points:**

- Funding from the Climate Emergency Response Fund (CERF) was on hold until the direction of the new Government was clear
- Aimed to implement aspects of the network refresh in 2024.

**Key Points - Members:**

- Noted the positive culture among the bus drivers.

**In Response to Questions:**

- On-demand trial:
  - 5 electric mini vans, 1 hot spare to support increased demand
  - The area included Pyes Pā/The Lakes/Tauriko/Hospital, and would complement not duplicate the fixed route network. The inability of large buses to negotiate the narrow streets of Pyes Pā had also been considered
  - If the area was too large wait times would increase
  - A ride would be requested via the app or call centre and patrons would ride share to the destination; the service was corner to corner with virtual bus stops
  - There would be an intensive public awareness campaign beginning four weeks prior to launch
- Network Refresh Phase 2:
  - Network congestion lengthening journey times had caused the projected costs to increase by \$3million, there was insufficient funding approved within this Annual Plan period
  - The Public Transport Committee had directed staff to continue to make incremental network improvements within the current budget
- National Ticketing System (NTS):
  - Not expected before mid-2025
  - Supported a variety of payment options including credit card and would provide more detailed data to assist with better transport planning
  - If more of the old ticketing machines were required before the roll out the options were to purchase (a large expense to install and zero re-sale value) or to operate with no ticket machines on those routes.

DRAFT MINUTES YET TO BE CONFIRMED

3

TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MINUTES

5 DECEMBER 2023

**Resolved****That the Tauranga Public Transport Joint Committee:**

- 1 Receives the report, Chairperson's Report.**

**von Dadelszen/Tolley  
CARRIED**

**Decisions Required****7.2 Public Transport Services and Infrastructure Business Case – Emerging Preferred Option**

*Presentation: Public Transport Services and Infrastructure - 5 December 2023:  
Objective ID A4556725 [🔗](#)*

Presented by: Matthew Kilpatrick – Senior Transport Planner (BOPRC)

**Key Points:**

- The proposed through-routed service was flexible and scalable to support future growth
- Targeted engagement with a 'Community Leaders Forum' had taken place
- Outlined three short list options, noting Option 1 as the recommended option.
- Provided overview of the Public Transport Services and Infrastructure Business Case (the Business Case)
- Adoption of the Business Case would be sought in 2024.

**Key Points - Members:**

- To clearly demonstrate the trade-offs between options, an outline of the costs (infrastructure, operational, reliability and social) as well as the benefits (efficiency and effectiveness) was required
- A diagram of the current system compared to the proposed system was requested
- Clarity was required around the infrastructure improvements and the alignment with TCC infrastructure projects, particularly in relation to the TCC Long Term Plan funding. Noted the high number of planned and current TCC/Waka Kotahi infrastructure projects
- As major projects caused significant congestion, modelling should be conducted to establish the impact for other road users; there was reluctance to support an option without due consideration for the network as a whole
- It was likely that BOPRC and TCC would become accountable even if communications and project messaging was managed by the Transport System Plan (TSP)
- As the fundamental goal was to deliver 20% mode shift, questioned the relative benefit of Option 1 compared to Option 2 or 3
- The demonstration of infrastructure changes needed to be simpler to understand and explainable at a community level.

**In Response to Questions:**

- Costs had been considered but it was acknowledged that the options were high level at this stage. Clearer costings would be provided

DRAFT MINUTES YET TO BE CONFIRMED

4

## TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MINUTES

5 DECEMBER 2023

- Targeted engagement had been requested by, and conducted with, Western Bay of Plenty District Council Councillors
- The Business Case utilised modelling work conducted by other business cases it was working alongside
- TCC and BOPRC staff would maintain communication through major projects to endeavour to maintain bus network reliability
- Endorsement of Option 1 at this stage would not preclude the support of another option in the future
- It was anticipated Option 1 would increase mode shift by 10%, which would be complimented by behaviour change levers to help reach the 20% goal.
- Through-routes and reliability were of paramount importance to mode shift
- The suggested network alterations would provide an overall network which was cohesive, efficient and reliable.

**Resolved****That the Tauranga Public Transport Joint Committee:**

- 1 Receives the report, Public Transport Services and Infrastructure Business Case – Emerging Preferred Option.**

**von Dadelszen/Selwood  
CARRIED**

**Information Only****7.3 Joint PT Committee Projects Update**

Presented by: Matthew Kilpatrick, Senior Transport Planner (BOPRC)

**Key Points – Members (TCC):**

- The Cameron Road Stage Two and the Tauriko West Business Cases were due to be brought to the December TCC Meeting
- TCC was working closely with Wellington City Council with the Accessible Streets Area B (Ōtumoetai) project around the use of trial cycleways to provide flexibility and analysis before permanent changes were made. This was also due to be brought to the December TCC Meeting
- Bus shelter lighting/improvements and support for the bus service using Cameron Road Stage One was encouraged, particularly once the dedicated bus lanes were functional.

**In Response to Questions – TCC:**

- The Cameron Road high-spec bus shelter options had proved prohibitively expensive, and it was noted that current shelters were functional.

**In Response to Questions – BOPRC:**

- Supported a joined up communications approach to celebrate the opening of Cameron Road Stage One and to promote public transport use along the corridor.

**Resolved****That the Tauranga Public Transport Joint Committee:**

DRAFT MINUTES YET TO BE CONFIRMED

5

TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MINUTES

5 DECEMBER 2023

**1 Receives the report, Joint PT Committee Projects Update.****Tolley/von Dadelszen  
CARRIED****8. Public Excluded Section****Resolved****Resolution to exclude the public**

- 1 Excludes the public from the following parts of the proceedings of this meeting as set out below:**

**The general subject 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(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**

<b>Item No.</b>	<b>Subject of each matter to be considered</b>	<b>Reason for passing this resolution in relation to each matter</b>	<b>Grounds under Section 48(1) for the passing of this resolution</b>	<b>When the item can be released into the public</b>
8.1	Public Excluded Tauranga Public Transport Joint Committee Minutes - 17 October 2023	As noted in the relevant Minutes.	As noted in the relevant Minutes.	To remain in public excluded.
8.2	City Centre Transport Future Civic Bus Provision	Withholding the information is necessary to protect information where the making available of the information would be likely to unreasonably prejudice the commercial position of the person who supplied or who is the subject of the information.	48(1)(a)(i) Section 7 (2)(b)(ii).	On the Chief Executive's approval.
Late Item	Arataki Verbal Update	Withholding the information is necessary to protect a trade secret and withholding the information is necessary to not	Section 48(1)(a)(i) Section 7 (2)(b)(i) and Section 48(1)(a)(i) Section 7 (2)(b)(ii)	On the Chief Executive's approval.

DRAFT MINUTES YET TO BE CONFIRMED

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## TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MINUTES

5 DECEMBER 2023

		unreasonably prejudice the commercial position of the person who supplied or is the subject of the information.		
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**Tolley/Selwood  
CARRIED****5.07 pm – the meeting closed.****CONFIRMED**

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Cr Andrew von Dadelszen  
Chairperson, Tauranga Public Transport Joint  
Committee

DRAFT MINUTES YET TO BE CONFIRMED

7

## 8 RECEIPT OF MINUTES FOR INFORMATION

### 8.1 Minutes of the Tauranga Public Transport Joint Committee Workshop meeting held on 28 February 2024

**File Number:** A15847280

**Author:** Caroline Irvin, Governance Advisor

**Authoriser:** Anahera Dinsdale, Acting Team Leader: Governance Services

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### RECOMMENDATIONS

That the minutes of the Tauranga Public Transport Joint Committee Workshop dated 28 February 2024 be received.

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### ATTACHMENTS

1. Minutes of the Tauranga Public Transport Joint Committee Workshop Held 28 February 2024 - A15567003 [↓](#) 





# **Record of**

## **Tauranga Public Transport Joint Committee Workshop meeting Wednesday, 28 February 2024**

## Workshop record

**Meeting held at the BoP Regional Council Chambers, 1 Elizabeth Street, Tauranga on Wednesday, 28 February 2024 at 9.30am**

<b>Presenters:</b>	Stuart Nightingale (Manager, Transport Operations – BoPRC)
<b>Members:</b>	Commissioner Chair Anne Tolley, Cr von Dadelszen Andrew von Dadelszen, Commissioner Stephen Selwood, Cr Thompson Paula Thompson
<b>TCC Staff Attendees:</b>	Nic Johansson (Head of Transport), Craig Dunlop (Principal Investment Advisor: Transport), Rebekah Warwick (Senior Investment Advisor: Transport), Karen Hays, Philip Archer, Hank Han, Colm Hatigan, Eric Signi, Emily Mclean, Shaleen Narayan (Team Leader: Governance Services), Anahera Dinsdale (Governance Advisor)
<b>BoPRC Attendees</b>	Chair Doug Leeder, Cr Stuart Crosby, Cr Kat Macmillan, Cr Jane Nees, Cr Toi Kai Rakau Iti, Cr Ron Scott, Cr Lyall Thurston, Cr Te Taru White, Cr Kevin Winters, Mike Seabourne (Director Public Transport), Oliver Haycock (Manager Transport Planning), Tom McIntyre (Team Leader: Transport Development), Stuart Nightingale (Manager: Transport Operations), Claudia Cameron (Committee Advisor)
<b>Apologies:</b>	NIL

### 1 BUSINESS

#### 1.1 Tauranga OnDemand update - Stuart Nightingale

**Presenter:** Stuart Nightingale, Manager, Transport Operations (BoPRC)

##### Key Points Discussed

- Tauranga OnDemand update progressing very well and the team are very excited. Road show will be launching soon and outcomes are on track as well.
- The app will be available in app stores from Monday 18 March, which kicks off a soft launch before the official launch date of 25 March. This will be a good testing scheme for the trial service. People can comment on the app as well.
- Staff are excited to show Councillors the vehicle and will be available to answer questions on 12 March.
- Main benefit is the agility and responsiveness to the demand that come.

##### Response to questions

- Further understanding is needed about the Tauranga OnDemand, where it is going example; what it is for school children, how will they use it etc, what's the feel is it a separate fare charge to the general bus fare etc.
- This Project addresses to the Public Transport Committee and is only high level for this

Committee. Project is just high level updates , it will operate same fare structure in demands and in school children if the service is oversubscribed , PTC will get detailed information about this. For clarity this service was relevant to this committee as well.

- How does it work from a customer point of view, there will be extensive comms for educating people on how to use the app. There is a request service similar to Uber but come to corner service, rather than door to door.
- School buses are remaining but we will remove the capacity of the buses as we have mechanism to meet the demand with first 3months as trial to capture the data.
- Comment "good things take time" well done

#### **Next Steps**

- A more detailed report should be presented to the committee

### **1.2 Emerging issue - Stuart Nightingale**

**Presenter:** Stuart Nightingale, Manager, Transport Operations (BoPRC)

#### **Key Points Discussed**

- When school starts we get request for extra services due to buses been too full and safety due to assertions of overloading , last year we asked schools to end through forecasting of roads , we didn't get a full responses from schools.
- We have reports of children left at roadside eg 16 children left behind , we monitor through CCTV's, schools used to have teachers who monitor and they don't do that anymore, therefore there are concern around this.
- The Transport Operations team investigate each complaint, applying due diligence to verifying the facts. The information obtained is necessary in providing the team with the evidence required to make well-informed decisions.
- noted that patronage of the school network at Tauranga has increased 42.9%, a significant increase and this is supported by what we have seen on the network this first school term. We are addressing the present situation, a number of considerations are given in establishing a basis for deciding whether to provide any extra dedicated school buses or not.

#### **Response to questions**

- Good to hear that sensible lines are been taken but concerns around young people around urban bus services on LTP submissions received. The issues will be addressed in the coming months.
- Fares are subsidised for school bus fares network , with separate fund.
- Desire to have flexibility and the operating constraints
- When will the Tauranga refresh be implement and who has the primary duty of care for primary transport- we have a standard duty of care as the primary service and schools are helpful with behaviour of students. Tauranga refresh we have short term refresh and longer term we have the business case that have been brought to this committee several times which is for 2027 and needs Waka Kotahi input.

#### **Next Steps**

- On 3<sup>rd</sup> bullet point patronage of school children on the bus network urban network, let's have it in figures rather than percentages so that we can highlight as a good story for us.
- Can the analysis have different route , we can break down information by route which is reliable and higher level catchment portal for public to see the results

## 2 PUBLIC EXCLUDED SESSION

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>2.1 - Cameron Road Bus Lanes</b>	s7(2)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied  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>2.2 - Arataki Bus Facility Update</b>	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  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
<b>2.3 - Passenger and Bike Ferries – Tauranga harbour - Peter Bourke</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
<b>2.4 - City Centre Bus Facility Update</b>	s7(2)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied	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

The meeting closed at 12.45pm.

**9        DECLARATION OF CONFLICTS OF INTEREST**

## 10 BUSINESS

### 10.1 15th Avenue to Welcome Bay SSBC Update

**File Number:** A15770764

**Author:** Derek McFadden, Senior Project Manager

**Authoriser:** Nic Johansson, Head of Transport

#### PURPOSE OF THE REPORT

1. To provide an overview of the Fifteenth Avenue to Welcome Bay Single Stage Business Case (SSBC) and to seek endorsement and / or support for the Project.

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#### RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report '15th Avenue to Welcome Bay SSBC Update'.
- (b) Supports and / or endorses the Project.
- (c) Notes that Council is scheduled to consider the Project at its meeting of 20 May and to approve the completion of Pre-implementation and subsequent commencement of Implementation (which would be subject to NZTA approval of the SSBC and funding). The SSBC will not be finalised by 20 May, but Council will have the Executive Summary to consider. Consequently, Council will be asked to delegate authority to the CE to approve submission of the final SSBC to NZTA.
- (d) Notes that at its meeting of 20 May Council will also be asked to decide on strengthening of the abutments of the Hairini Bridge to improve seismic resilience of this structure and the harbour crossing.

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#### EXECUTIVE SUMMARY

2. This Project aims to enhance the Fifteenth Avenue, Turret Road, and Welcome Bay Road corridor to alleviate congestion, improve options for active modes of transportation and public transit, and enhance access to essential destinations such as schools, marae, and shops. The corridor's significance lies in its role as the primary link connecting Welcome Bay, Ohauiti, Hairini, Maungatapu, and the central and northern Te Papa Peninsula.
3. The Western Bay of Plenty Transport System Plan (TSP) identified parts of this corridor as having high operating gaps in level of service. It ranked as high as #4 in terms of the worst peak hour congestion, and there is level of service deficiencies for bus passengers, pedestrians and cyclists. These problems were confirmed through the Investment Logic Mapping process. The future form of the corridor is recognised as one of the key issues to address in the Western Bay of Plenty. This emphasises importance of this Project in addressing identified gaps in level of service, access and safety, particularly for cyclists.
4. The SSBC commenced with the Indicative Business Case (IBC) phase in March 2022. Presently the Detailed Business Case (DBC) phase is nearing completion. At the Council meeting of 20 May, Council will be requested to approve Project Implementation conditional upon New Zealand Transport Agency (NZTA) Board approval of the SSBC, which is not expected until October 2024.
5. This SSBC is a result of collaborative efforts between Tauranga City Council, tangata whenua, Bay of Plenty Regional Council, NZTA and stakeholders.

6. The SSBC identifies a Preferred Option which includes:
  - (i) Three-laning of Turret Road and the Hairini Bridge and Causeway.
  - (ii) A tidal-flow (dynamic lane) system along Turret Road to provide an additional lane of capacity in the peak directions of travel.
  - (iii) High Occupancy Vehicle (HOV) lanes along Fifteenth Avenue and Turret Road – starting as T2, but potentially changing to T3 or bus lanes at some point in the future.
  - (iv) Improved walking and cycling facilities, targeting the key journeys to schools.
  - (v) Safety improvements.
  - (vi) Opportunities to include cultural design elements that recognise the significance of the corridor to mana whenua.
7. The investment is proposed to be implemented from mid-2025 to mid-2029 and financed from the National Land Transport Fund and IFF. The total project is estimated to be \$117M (P50 rounded) and \$150M (P95 rounded) and with an overall Benefit Cost Ratio (BCR) of 2.6.
8. At its meeting of Wed 17 April 24 the TSP Governance Group recommended that in the light of the current draft GPS investment priorities the Project economics should be presented for the following two scenarios:
  - (i) BCR presented for the entire Project, i.e., all four zones are approved and constructed.
  - (ii) BCR presented for each of the following two stages (Stage 1 being the more aligned with the current draft GPS and therefore more likely to be approved by NZTA and attract funding):
    - Stage 1 – Full Zone 1 / Full Zone 2 / Part Zone 3 delivery (i.e., any interventions in Zone 3 required to realise the benefits of Zones 1 and 2)
    - Stage 2 – Part Zone 3 / Full Zone 4

Relevant BCR calculations and costs will be worked on over the period from the 17 April to the 1 May to provide an update at the 1 May Joint PT Committee meeting.

## BACKGROUND

9. In October 2021 Stantec was commissioned to conduct a strategic review of the Project and offer recommendations to frame the scope of the business case. This ensured a well-informed and strategic approach to the Project's development.
10. Following a competitive bid process the SSBC phase commenced in March 2022 with Stantec as the main business case consultant. At the same time Aurecon was direct appointed to provide specialised advice on the condition and performance of the Hairini Bridge and Causeway. Aurecon's work has confirmed that three-laning of the bridge is possible.
11. In February 2023, the Commissioners agreed to an investigation of the option of a clip-on shared use path (SUP) on the Hairini Bridge. This SUP will provide a safer way for pedestrians and cyclists to cross the harbour, whilst creating space for an additional lane (for traffic) to be added onto the existing bridge.
12. Following public consultation in September 2023 the Commissioners approved the Preferred Option and the commencement of the DBC phase.
13. On 12 February 2024, the Commissioners approved early Pre-implementation activities between March-September 2024 that are required to be completed before the expected date of NZTA approval of the Project (October 2024). This will ensure that the Project meets the Long-term Plan (LTP) construction start date of July 2025. This approval was for \$3.5M at 100% TCC risk.



14. On 12 April 2024 the Western Bay of Plenty Transport System Plan (TSP) PMG agreed to recommend to the TSP Governance Group that it supports the Project, which it did at its meeting on 17 April.
15. The Council is scheduled to consider the Project at its meeting of 20 May and to approve the completion of Pre-implementation and subsequent commencement of Implementation (which would be subject to NZTA approval of the SSBC and funding). The SSBC will not be finalised by 20 May, but Council will have the Executive Summary to consider. Consequently, the Council will be requested to delegate authority to the CE to approve submission of the final SSBC to NZTA.
16. At its meeting of 20 May Council will also be requested to decide on strengthening of the abutments of the Hairini Bridge to improve seismic resilience of this structure and the harbour crossing.

## STRATEGIC / STATUTORY CONTEXT

17. Turret Rd is one of only two bridges across the harbour that connect Tauranga's central Te Papa peninsula to the east. This connection is of key strategic importance to the region. With existing and growing congestion, upgrading this route is paramount to economic growth and productivity of the region.
18. Subsequently, the Project has been identified as a priority in transport plans in Tauranga and the Bay of Plenty. The Project is one of Tauranga City Council's five major transport projects and is included in the Long-term Plan (LTP). It is listed as the sixth highest strategic priority in the Bay of Plenty Regional Land Transport Plan 2024-34 (RLTP). It is listed as with the highest priority of 'High' in the TSP. The Urban Form and Transport Initiative notes the Project as a 'key move' for the central corridor, and as one of the UFTI implementation first steps' 'transport delivery actions'.
19. This Project delivers on each of the strategic priorities in the Draft Government Policy Statement on Land Transport 2024-2034 (GPS). The strong BCR of 2.6 indicates good value for money. The significant travel time benefits (42% of benefits) deliver economic growth and productivity. The bridge strengthening that is being considered would increase resilience. The Project would also generate safety improvements (3% of benefits). Moreover, the GPS specifically notes interventions such as dynamic lanes to make better use of assets and deliver value for money.
20. The Project would also improve multimodal access and help to address current deficiencies in the Welcome Bay area, including poor connections, lack of Māori land development opportunities and infrastructure constraints. These improvements align well with objectives in UFTI, the TSP, the LTP and the RLTP.
21. In summary, the Project is:
  - (i) of key strategic importance.
  - (ii) delivers on strategic priorities in the GPS.
  - (iii) delivers on objectives in UFTI, the TSP, the LTP and the RLTP and
  - (iv) is identified as a priority in UFTI, the TSP, the LTP and the RLTP

## OPTIONS ANALYSIS

22. An initial wānanga held on 13 May 2022 convened stakeholders from TCC, BoPRC, NZTA and hapū to establish a strategic vision for a corridor project. This resulted in an agreed outcome statement: *'Acknowledging kaitiakitanga and improved wellbeing for future generations by delivering efficient movement and enhanced connectivity of people, place and identity'*.
23. A long-list workshop was held on 5 July 2022 convening stakeholders from diverse organisations to analyse key evidence and propose interventions aligned with the draft Investment Objectives. This resulted in the identification of 112 interventions addressing

themes such as demand management, public transport, intersection upgrades, and safety measures.

24. The Early Assessment Sieving Tool (EAST) was systematically used to evaluate potential project interventions, identifying fatal flaws, out-of-scope initiatives, quick-win opportunities, and interventions aligned with the investment objectives. This process ensured prioritisation of feasible, goal-aligned interventions whilst eliminating those unlikely to deliver desired outcomes.
25. The Multi-Criteria Assessment (MCA) process, conducted between August and September 2022, comprised initial briefing sessions on August 30th and September 9th, followed by a technical moderation session on September 23<sup>rd</sup>. During this session subject matter experts shared scores and discussed assumptions. Subsequent follow-up sessions were held to further refine scores, leading to the identification of top programmes for each of the four zones shown in the figure below. The programmes that were favoured for Zones 1 and 2 were *Walking and Cycling*, *Quality of Place* and *Transport Choice*; while those for Zones 3 and 4 were *Walking and Cycling* and *Do Maximum* respectively.



26. In early 2023 the short-listing assessment was undertaken confirming Zones 1 and 2 should include the introduction of T2 lanes in widening areas, raised medians along Fifteenth Avenue across side streets, and the implementation of new pedestrian crossings and slower speed zones around schools to enhance transportation and safety.
27. In February 2023 Commissioners agreed to an investigation of the option of a clip-on shared use path on the Hairini Bridge and conversion to three traffic lanes. This was subsequently confirmed as technically feasible.
28. Public consultation on the shortlist options took place during September/October 2023 to help inform selection of the Preferred Option. There was support for a tidal flow lane across Hairini Bridge, improved shared/cycle paths and High Occupancy Vehicle (HOV) lanes along Fifteenth Avenue, with only minor changes needed to the shortlist options.
29. In October the Commissioners endorsed the Preferred Option which has subsequently been refined through further traffic modelling, a Safe Systems Audit and design development.
30. The Preferred Option comprises the following interventions:
  - (a) **Zone 1 – Cameron Road to Burrows Street**
    - (i) Widen to create a consistent four lane corridor - x1 general traffic and x1 high-occupancy vehicle (T2) lane in each direction.

- (ii) New pedestrian/cyclist signalised crossing at Devonport Road.
- (iii) Potential new traffic signal at Grace Road.
- (iv) Raised tables on side roads.
- (v) Shared path between Fraser Street and Turret Road (to the bridge)
- (vi) Raised median (Cameron Road to Fraser Street)
- (vii) Shared path between Fraser Street and Burrows (on one side)

**Zone 1 - Local road improvements**

- (viii) Cycleway along Thirteenth Avenue to connect to Tauranga Boys' College and Cameron Road.
- (ix) Completion of the shared path along Burrows Street, including new pedestrian crossings.
- (x) Shared path along Eighteenth Avenue, outside of Tauranga Intermediate School

(b) **Zone 2 – Turret Road and Hairini Bridge and Causeway**

- (i) White fronted tern habitat relocation.
- (ii) Clip-on shared path to the existing bridge.
- (iii) Conversion of the existing bridge to three lanes.
- (iv) Tidal flow system in place along Turret Road and across the bridge.
- (v) New signalised pedestrian crossing across Turret Road.
- (vi) New traffic signal for the Holiday Park

(c) **Zone 3 and 4 – Welcome Bay Road**

- (i) Shared path (on one side) along the full extent of Welcome Bay Road.
- (ii) New signalised mid-block pedestrian crossing close to Kaitemako Road.
- (iii) Signalisation of the Welcome Bay Road/James Cook Drive intersection.
  - (a) Includes x2 approach lanes along James Cook Drive (x1 for buses only during the AM peak)
  - (b) Removal of the right-turn out from James Cook Drive.
- (iv) Mini roundabout at Victory Street/James Cook Drive.
- (v) New roundabout at Waitaha Road/Welcome Bay Road (LCLR project due for completion in June 2024)
- (vi) Raised tables on side roads.
- (vii) Recreational boardwalk across the mangroves, alongside Welcome Bay Road between James Cook Drive and Waitaha Road.
- (viii) Improvements for the Welcome Bay School (new pedestrian crossings & shared path)
- (ix) New signalised mid-block pedestrian crossing for Tauranga Waldorf School.

31. The Preferred Option has a Benefit Cost Ratio (BCR) of 2.6, with benefits split as follows:

- (i) Travel time and vehicle operation costs = 42%
- (ii) Public Transport = 3%
- (iii) Safety = 3%
- (iv) Walking/Cycling = 52%

## FINANCIAL CONSIDERATIONS

32. The Forecast Cost at Completion (FCAC) of the Pre-implementation and Implementation phases of the Project is \$117M (P50) and \$150M (P95). Cost estimates have been confirmed via an independent parallel estimate process.
33. The above figures include pavement rehabilitation estimates of \$13M (P50) and \$15M (P95) which are not expected to be funded by NZTA. The FCAC also include forecasts of Pre-implementation expenditure before the expected NZTA Board approval of the Project which is also not expected to be funded by NZTA.
34. The LTP Budget for the Project Pre-implementation and Implementation phases is \$142.7M (P95) (i.e., total of \$146.5M less \$3.8M for SSBC costs). Therefore, there is a shortfall at P95 level of \$7.3M. The reason for this shortfall is that the LTP Budget submission is based on capital cost estimates from early 2023, the most recent cost estimates not being available until after the LTP Budget submission on 7 March 2024. There have also been a small number of design changes arising from the Safe Systems Audit that have resulted in a small cost increase.
35. It is proposed to deal with this shortfall by including a condition on Council approval in May 2024 that the Project only progresses to Implementation if the FCAC is less than the LTP Budget or the LTP Budget plus other funding approved by the Council at the time.
36. The FCAC and available funding will be monitored and reported to the Major Projects Oversight Group throughout the Pre-implementation phase to ensure there will be early warning of any budget shortfall which might put Implementation at risk.
37. Ongoing alignment with broader transport and City Waters investments will be required to maximise the expected benefits, reduce disruption and to provide cost efficiencies through the Pre-implementation phase. The scope of the City Waters projects that will eventually be included in the scope of this Project is not yet defined. Therefore, the above FCAC and budgets exclude the City Waters projects.

## LEGAL IMPLICATIONS / RISKS

38. There is a risk that the draft Government Policy Statement on Land Transport (GPS) may result in delays of NZTA decision making, or funding potentially not being fully approved.
39. The above risk has been mitigated as far as possible as the SSBC will highlight that: (a) value engineering has taken place, (b) there is a high BCR for active modes, (c) there is demonstrated high existing demand for active modes, (d) there is a clear safety benefit, and (e) the clip-on SUP for the Hairini Bridge is required to enable the three-laning of the Hairini Bridge and tidal flow through Zone 2.
40. Council has been advised that no investment decisions will be made by NZTA's Board prior to October 2024 in alignment with National Land Transport Funding allocations. Council will continue to work with NZTA on submitting the SSBC to the NZTA Board for approval as soon as possible.
41. To meet the LTP date for commencement of construction Council has already commenced Pre-implementation works which puts Pre-implementation costs both before and following the date of NZTA Board approval at risk. Council has accepted it will need to 100% fund Pre-implementation costs expended before NZTA Board approval. The funding risk on Pre-implementation costs that will be incurred following NZTA Board approval is being managed by ensuring that procurement of suppliers for Pre-implementation works follows NZTA procurement processes.

## CONSULTATION / ENGAGEMENT

42. Community engagement began with a workshop in May 2022 to connect with partners, discuss corridor issues, and share stories with representatives from Council, NZTA, Bay of Plenty Regional Council and mana whenua. Subsequent meetings involved a broader range

of stakeholders, including emergency services, government agencies, community groups, and more.

43. Mana whenua have been represented as Project partners on the monthly Project Control Group (PCG) meetings since the commencement of the SSBC. This representation will continue throughout the Pre-implementation and Implementation phases as the PCG transitions to the Project Management Board (PMB) under Major Projects. Several wānanga and hui have taken place from which a *Cultural Map* and *Cultural and Urban Design Framework* have been produced, both of which will inform design during the Pre-implementation phase of the Project.
44. Public consultation was held in June/July 2022 seeking the community's views of improving the corridor with a survey asking them to share concerns, ideas on how they travel, the environment and how community wellbeing could be improved. The community told us they wanted more lanes, widened roads, an upgraded harbour crossing, a tidal flow system, improved public transport, alternative travel modes, improved pedestrian and cyclist safety, reviewed speed limits, alternative routes and potentially additional schools to mitigate travel distances for students and parents.
45. Public consultation on the short list options took place in September/October 2023. Support was strong for a tidal flow system across Hairini Bridge, improved shared/cycle paths and HOV lanes along Fifteenth Avenue. Several changes were made to design details because of the public feedback.

## SIGNIFICANCE

46. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
47. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
  - (a) the current and future social, economic, environmental, or cultural well-being of the district or region.
  - (b) any persons who are likely to be particularly affected by, or interested in, the proposal.
  - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
  - (d) the impacts of construction on residents and businesses and the staggered construction programme proposed along the corridor.
  - (e) the impacts of the Project on the wider network with its interface with other projects and where the main arterial flow of traffic will be diverted to, in and the around the city.
48. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the proposal is of high significance.

## ENGAGEMENT

49. Taking into consideration the above assessment, that the decision is of medium significance, officers are of the opinion that no further engagement is required prior to the Committee making a decision.

Click here to view the [TCC Significance and Engagement Policy](#)

## NEXT STEPS

50. Council approval that the Project proceeds to Implementation.
51. Complete the SSBC and submit it to Waka Kotahi for Board approval.

52. Continue with early Pre-implementation activities.

**ATTACHMENTS**

**Nil**

**10.2 Tauranga City Council and Bay of Plenty Regional Council Update Report - May 2024****File Number: A15836893****Author: Caroline Irvin, Governance Advisor****Authoriser: Anahera Dinsdale, Acting Team Leader: Governance Services****PURPOSE OF THE REPORT**

1. The purpose of this report is to provide the Committee with Tauranga City Council and Bay of Plenty Regional Council transportation updates.

**RECOMMENDATIONS**

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Tauranga City Council and Bay of Plenty Regional Council Update Report - May 2024".

**ATTACHMENTS**

1. **Tauranga City Council and Bay of Plenty Regional Council Update Report - 1 May 2024 - A15835998**  



**Report To:****Meeting Date:**

**Report Writer:** Matthew Kilpatrick (BOPRC, Senior Transport Planner) and Tom McEntyre (TCC, Team Leader: Transport Development)

**Report Authoriser:** Ollie Haycock (BOPRC, Transport Planning Manager)

**Purpose:** To provide the Tauranga Public Transport Joint Committee with an update on the current progress, next steps and identified risks with key transport projects.

## Executive Summary

This 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.

## Recommendations

**That :**

- 1 Receives the report, .

### 1. Tauranga City Council Projects

Of specific note relevant to Tauranga City Council led projects are:

- (a) **TCC Long-Term Plan (TCC LTP):** Written submissions have been received and responded to, including many transport initiatives such as SmartTrip. Public hearings commenced as of 12 Feb 24. Confirmed TCC LTP decisions will influence TCC RLTP inputs.
- (b) **TCC Regional Land Transport Plan Inputs (TCC RLTP):** Commissioner Selwood attended the RLTP Prioritisation Workshop with TCC staff on 09 Feb 24. Key TCC inputs have been to prioritise SH29 and SH2 as the essential corridor developments that contribute significantly to Tauranga and wider-BOP economic and population growth. Impact of as yet to be issued GPS-LT may require further calibration of RLTP priorities.



- (c) **CBD PT SSBC:** Durham Street South bus stops have been separated from the SSBC and will be implemented by TCC as part of the relocation from the current Durham Street North interim location. Implementation timeline will be confirmed following final round of stakeholder engagement which begins week of 19 Feb 24.
- (d) **City Centre Enabling Movement Framework:** Decision paper was presented to Council on 12 Feb 24 and approved for implementation as a pilot tactical scheme. Tactical movement scheme to be implanted in March prior to the Tauranga Jazz Festival.
- (e) **Connecting the People (15<sup>th</sup> Ave/Turret/Welcome Bay):** Business case is now in the final DBC phase and will soon reach final recommended option for TCC approval and NZTA investment consideration.
- (f) **Cameron Road Stage 1:** Implementation phase is now in the final stages including defect survey and commissioning. Opening ceremony to be confirmed for coming weeks.
- (g) **Cameron Road Stage 2:** Business case has begun detailed design. This phase is occurring at TCC's cost but with NZTA approval pending the final investment approval by NZTA. GHD have been awarded the detailed design phase following their completion of the SSBC phase. Implementation phase approval subject to NZTA decision.
- (h) **Connecting Mount Maunganui (Waka Kotahi NZTA led):** Draft IBC has been reviewed by project partners and returned to NZTA. Final IBC due in late-Feb/early-March.
- (i) **Public Transport Services and Infrastructure SSBC:** TCC has submitted final review comments to BOPRC.
- (j) **Accessible Streets Programme:** Progression of the Area A and Area B business cases are now on hold pending the confirmation of the GPC-LT and NLTP.
- (k) **Arataki PT Facility:** Business case has been reinitiated and is expected to be complete in March 24. Pre-implementation has been initiated early for Farm Street section. Final NZTA investment approval expected in April 24.
- (l) **Te Tumu Urban Growth Area/Wairakei & PT:** Te Okuroa Drive extension is currently in design phase (TCC led) while Sands Avenue and The Boulevard are being progressed by the developer (Bluehaven).
- (m) **Keenan Road Urban Growth Area & PT:** Options stage of the SSBC is progressing.
- (n) **Papamoa East Interchange:** Implementation phases are continuing.
- (o) **City Centre Parking Management:** The first stage of the parking changes was implemented prior to Christmas with the reintroduction of charges in the core city centre. Stage 2, which enlarges the area of paid parking, will be delayed across other parts of the city and eventually rolled out sequentially.
- (p) **Tauriko Urban Growth Area Enabling Works (NZTA led):** TCC has been party to the tender and award process led by NZTA.
- (q) **Takitimu Northern Link (NZTA led):** The construction of the Takitimu North Link (TNL) project by NZTA 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 being progressed by NZTA.
- (r) **State Highway 2 Revocation PBC (NZTA led):** PBC is nearing completion with TCC final review comments yet to be supplied.
- (s) **Tauranga Transport Model:** TTM team has been fully recruited and is now established in roles. TTM Partnership/HOA Agreement has finished update and review process and will be present to TTM partners from March 24.

## 2. Bay of Plenty Regional Council Projects

Of specific note relevant to Bay of Plenty Regional Council led projects are:

1. The BOP Regional Land Transport Plan Review is progressing accordingly, with the RTC endorsing a prioritised activity list and the draft RLTP document at the RTC on 9 February 2024. Consultation concluded on 24 March with a total of 133 submissions received. Hearings were held between 10-12 April, with deliberations planned for between 7-8 May.

2. The Western Bay of Plenty Public Transport Services and Infrastructure Business Case will identify the case for change in the Western Bay of Plenty sub-region's public transport system by supporting the preferred service model and identifying the supporting infrastructure. The business case will identify both a short term (10 year) and a longer term (30 year) improvement programme. A revised business case draft has been provided to the project team in April which the project team are working through. A final version is expected to be completed by the end of April 2024.
3. The Phase 2 refresh of the Tauranga Bus Network is paused. Staff are requesting additional funding to deliver the refresh through BOPRC's long term plan.
4. The On Demand Public Transport Trial in Tauranga South went live on 25 March 2024. Public consultation commenced in early March with a total of 11 roadshow sessions held across the community.
5. The Travel Demand Management and Behaviour Change Programme has completed its three scoping studies which have been endorsed / accepted by the Regional Transport Committee. Staff are currently progressing a customer segmentation project to deliver an aspect of TDM through the promotion of PT services as an alternative travel option. Funding for a regional TDM programme remains uncertain. Staff are awaiting the confirmation of LTP and NZTA funding for the 24-27 period, expected in September, before progressing development of this programme.

### 3. Considerations

#### 3.1 Strategic/Statutory Context

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.

### 4. Next Steps

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

## Attachments

Attachment 1 - Projects update – TCC and BOPRC led projects

**10.3 Tauranga Public Transport Joint Committee - Projects Update - May 2024****File Number: A15836047****Author: Caroline Irvin, Governance Advisor****Authoriser: Anahera Dinsdale, Acting Team Leader: Governance Services****PURPOSE OF THE REPORT**

1. The purpose of this report is to provide the Committee with project updates.
- 

**RECOMMENDATIONS**

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Tauranga Public Transport Joint Committee - Projects Update - May 2024".
- 

**ATTACHMENTS**

1. **Tauranga Public Transport Joint Committee - Projects Update Report - May 2024 - A15835991** [!\[\]\(69baca079ef3ab6f03d58fd7e9f950f1\_img.jpg\)](#) 

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Bus Stop &amp; Shelters improvement programme (TCC)</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 was held last year for the majority of the objections.</li> <li>A second hearing is currently in planning for any more recent objections.</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>Bus stop upgrade project: Separable portion 1 is complete. Separable portion 2 has commenced.</li> <li>To Date, we have: <ul style="list-style-type: none"> <li>Line marked over 133 bus boxes</li> <li>Added no stopping line marking to over 207 bus stops</li> <li>Installed over 113 concrete hardstands</li> <li>Installed over 67 Bus shelters with 10 Pads currently ready for shelters</li> <li>Installed 4 retaining walls to support new shelters</li> <li>As well as installed bus stop signed and or undertaken vegetation management at over 100 bus stops.</li> </ul> </li> <li>Installation programme for Separable portion two has been finalised and letters have been sent to affected residents communicating the upcoming works.</li> <li><b>BOPRC Comment:</b> BOPRC are working closely with TCC and the future roll out of the Stage 2 Network Refresh.</li> </ul>	<ul style="list-style-type: none"> <li>Installation of the shelters is underway in conjunction with the upgrades of the infrastructure at the bus stops.</li> </ul>

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Cameron Road High Spec Shelters (TCC)</b>	<ul style="list-style-type: none"> <li>We have engaged Design Brand to commence work on designing the shelters for Cameron Rd.</li> <li>Initial concept designs have been sent to TCC. These have been reviewed and a preferred option, a hybrid of the options proposed has been requested to be further designed.</li> <li>This hybrid option; <ul style="list-style-type: none"> <li>Keeps the Auckland style in terms of general shape and roof profile, but includes a roof extension for additional shelter</li> <li>Does not include lighting</li> <li>Requests a combination using the idea of the carved wood fascia, with the laser cut metal sheet on the post</li> <li>Look further into an asymmetric panel grid coloured glass (assuming this might be coloured film over normal glass).</li> </ul> </li> <li>Attempts will be made to design the shelters in such a way that they can bolt into existing concrete pads. However, we will not know if this is possible until later in the design process.</li> <li>We have requested both a standard and “double” sizing options.</li> </ul>	<ul style="list-style-type: none"> <li>Design will continue and the new shelters will be installed once they are available.</li> </ul>
<b>Parking Management Plan – City Centre (TCC)</b>	<ul style="list-style-type: none"> <li>The parking charges were re-introduced in late 2022 in the CBD as well as the berm parking ban to 11<sup>th</sup> Avenue. Stage 2 of the changes will be implemented for 1 November 2023 and this will include an extension of the paid parking area.</li> <li>The CBD changes were implemented in two stages to allow a return to full bus services in 2023 so there were viable alternatives for workers before the full parking changes.</li> </ul>	<ul style="list-style-type: none"> <li>Further plans will be prepared for other parts of the city (the Mount, Greerton, Hospital precinct etc).</li> <li>Consultation has taken place and has resulted in an amended implementation plan which will postpone some activities to 2025.</li> </ul>

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Low-Cost Low Risk projects (relevant to Public Transport) (TCC)</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>Tauranga Network Refresh Phase 2 (BOPRC)</b>	<ul style="list-style-type: none"> <li>The Phase 2 refresh of the Tauranga Bus Network is paused.</li> <li>Staff are requesting additional funding to deliver the refresh through BOPRC's long term plan.</li> </ul>	<ul style="list-style-type: none"> <li>Continue working with project partners.</li> <li>Seek confirmation of additional funding in due course.</li> </ul>
<b>On Demand Transport Trial – Tauranga South (BOPRC)</b>	<ul style="list-style-type: none"> <li>The On Demand Public Transport Trial in Tauranga South went live on 25 March 2024.</li> <li>Public consultation commenced in early March with a total of 11 roadshow sessions held across the community</li> <li>The trial has received some excellent feedback to date, heard from both social media and via roadshow sessions.</li> </ul>	<ul style="list-style-type: none"> <li>Progress of the trial will be monitored with progress reported through the Public Transport Committee</li> </ul>
<b>Travel Demand Management and Behaviour Change Programme (BOPRC / TCC)</b>	<ul style="list-style-type: none"> <li>Three scoping studies for TDM have been completed and endorsed/accepted by the Regional Transport Committee.</li> <li>Staff are currently progressing a customer segmentation project to deliver an aspect of TDM through the promotion of PT services as an alternative travel option.</li> <li>Funding for a regional TDM programme remains uncertain. Staff are awaiting the confirmation of LTP and NZTA funding for the 24-27 period, expected in September, before progressing development of this programme.</li> </ul>	<ul style="list-style-type: none"> <li>Staff will look to have some high-level conversations with regional partners and progress some thinking around a potential programme.</li> </ul>
<b>Policy</b>		
<b>Regional Land Transport Plan (RLTP) (BOPRC)</b>	<ul style="list-style-type: none"> <li>The BOP Regional Land Transport Plan Review is progressing accordingly, with the RTC endorsing a prioritised activity list and the draft RLTP document at the RTC on 9 February 2024.</li> </ul>	<ul style="list-style-type: none"> <li>Deliberations to be held on 7-8 May.</li> </ul>

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
	<ul style="list-style-type: none"> <li>• Consultation concluded 24 March with 133 submissions received</li> <li>• Hearings were held 10 – 12 April 2024</li> </ul>	
<b>Network Optimisation (TCC)</b> Analysis of Urban Form and Transport Initiative (UFTI) & Western Bay of Plenty Transport System Plan (TSP) emissions work relative to emerging Government policy direction.	<ul style="list-style-type: none"> <li>• Comparison of the emissions analysis reflected in UFTI and TSP and the methodologies that underpin these compared to the emerging Government policy methodology and direction; and</li> <li>• Assessment of whether the projected TSP interventions and broader national emissions policy impacts reflected within TSP are aligned and consistent or not (i.e. how and where do they vary) to the now developing Government targets.</li> <li>• Tauranga City Council (TCC) are supporting Bay of Plenty Regional Council (BOPRC) in drafting a Transport Emissions Reduction Programme (TERP) for the region.</li> </ul>	<ul style="list-style-type: none"> <li>• Conclude the assessment of the TSP interventions and broader national emissions policy impacts against the now developing Government targets.</li> <li>• Develop an analytical tool to forecast Tauranga City's future transport emissions under various scenarios. This tool will use inputs from the TSP Transport Emissions Study as 'levers' (e.g. mode shift; travel demand management; low carbon vehicle update) to test what emissions outcomes will result from 'pushing/pulling' each lever and allow assessment of the outcomes to be considered against future national level targets.</li> <li>• The emissions analysis will be incorporated into the TCC Sustainability Strategy and Climate Change Action Plan which are currently under development.</li> <li>• The TERP will outline where TCC, BOPRC can have either a direct or indirect influence on transport emissions and contribute to our national emissions reduction objectives defined in Aotearoa New Zealand's emissions reduction plan. The TERP will prioritise these activities based on a range of criteria and will be used to inform the RLTP.</li> <li>• We are adapting the optimisation programme to align with the GPS-LT.</li> </ul>
<b>SmartTrip Variable Road Pricing (TCC)</b> The SmartTrip Variable Road Pricing concept is a pricing mechanism that would replace toll roads across the highways. A study, was carried out by NZTA New Zealand	<ul style="list-style-type: none"> <li>• The findings of the study were reported to Tauranga City Council on 4 September 2023. Council endorsed to engage on the SmartTrip concept through the 2024-2034 Long Term Plan consultation (15 November-15 December).</li> </ul>	<ul style="list-style-type: none"> <li>• TCC will join NZTA and other LTA's in reviewing how VRP may be applied nationally.</li> </ul>

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<p>Transport Agency and Tauranga City Council in 2022 and 2023. TCC engaged on the SmartTrip concept through its Long Term Plan engagement process.</p> <p>The study sought 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 findings of the engagement process are currently being reviewed and will be presented to Council in March 2024.</li> <li>The study has shown that road pricing could provide a range of benefits, including reduced congestion and faster, more reliable journey times. It could also deliver significant economic and social benefits, encourage different transport choices, reduce transport-related greenhouse gas emissions.</li> <li>The concept assessed involves a charge to all vehicle users for access to Tauranga's main transport corridors. The charge would vary, depending on the time of day, day of the week and traffic demand. It is similar in concept to the charges applied to toll roads and would include using prepayment systems and vehicle recognition technology.</li> <li>The study was at a proof-of-concept level only and is clear that the introduction of road pricing would require new legislation. Community feedback and more detailed work on the benefits and implications of the concept would be important aspects of any next stage of investigation should this be considered by Government or Council.</li> </ul>	
<b>Business Cases</b>		
<p><b>Public Transport Services &amp; Infrastructure (PTS&amp;I) (BOPRC)</b></p> <p>Proposed and prioritised 10-year services and infrastructure investment strategy to deliver the UFTI medium scenario</p>	<ul style="list-style-type: none"> <li>The Western Bay of Plenty Public Transport Services and Infrastructure (PTS&amp;I) Business Case will identify the case for change in the Western Bay of Plenty sub-region's public transport system by supporting the preferred service model and identifying the supporting infrastructure. The business case will identify both a short term (10 year) and a longer term (30 year) improvement programme.</li> </ul>	<ul style="list-style-type: none"> <li>Undertake further Hui with Iwi partners across Te Rangipu (Tauranga) and Western BOP to share update and next steps</li> <li>TSP PMG update / approval 10 May 2024</li> <li>Update / approval at next JPTC in June 2024</li> <li>Submission to Waka Kotahi for approvals etc.</li> </ul>

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
	<ul style="list-style-type: none"> <li>A revised business case draft has been provided to the project team in April which the project team are working through. A final version is expected to be completed by the end of April 2024</li> </ul>	
<b>Bus facility – Arataki (TCC)</b> Permanent bus facility for the Arataki area	<ul style="list-style-type: none"> <li>The Business Case has been restarted with completion expected in March 2024.</li> <li>The project team have commenced pre-implementation for the Farm Street section in parallel with the Business Case at 100% TCC cost. This is to enable a decision on implementation in April.</li> <li>It is expected that a decision will be made on implementation in April once the Business Case and Detailed Design is complete.</li> <li>A briefing has been provided to the Joint PTC as well as to TCC Commissioners</li> <li><b>BOPRC Comment:</b> BOPRC are working closely with the project team on the revised designs and are aware of the budget constraints.</li> </ul>	<ul style="list-style-type: none"> <li>TCC moving ahead with local share funding to ensure completion of works.</li> </ul>
<b>Bus Facility – City Centre (Permanent) (TCC)</b> An improved City centre bus facility is identified as important in UFTI, the TSP and the Te Papa Spatial Framework.	<ul style="list-style-type: none"> <li>The sites for Superstop's 1 and 3 have been confirmed. Superstop 2 location is still TBC based on city centre movement plan confirmation and feedback from city centre commercial developers. Superstop 1 has been removed from business case and expedited at Council's cost due to the required closure of the temporary facility.</li> <li><b>BOPRC Comment</b> – BOPRC have been involved in the project to date including workshops with both developers and community representatives on the final stop location. BOPRC are awaiting a decision from TCC Council/Commissioner as per above.</li> </ul>	<ul style="list-style-type: none"> <li>Willow, Hamilton, Harrington, and Dive Cres locations confirmed.</li> <li>Durham St currently subject to further workshops with stakeholders and partners. Paper to be briefed at next TCC council meeting.</li> </ul>

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Cameron Road – Stage 2 (TCC)</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>The business case is complete and has been submitted to NZTA/NZTA.</li> <li><b>BOPRC Comment:</b> BOPRC are awaiting to hear the decision from Waka Kotahi via TCC on the business case.</li> </ul>	<ul style="list-style-type: none"> <li>Detailed design phase has started at TCC's cost with agreements in place with NZTA/NZTA. Construction phase will be subject to approval of the business case by the NZTA Board due to take place in April 2024.</li> </ul>
<b>15<sup>th</sup> Ave/Turret/Welcome Bay (TCC)</b> 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 & sequencing).	<ul style="list-style-type: none"> <li>The business case is now complete and will be briefed for approval.</li> <li>Wider community and stakeholder consultation has been completed on the preferred option (variable lanes) while signalling the possibility of a longer term 4 lane option in the future as traffic volumes build.</li> <li><b>BOPRC Comment:</b> BOPRC staff are satisfied with the project and direction to date.</li> </ul>	<b>Next steps</b> <ul style="list-style-type: none"> <li>Pre-implementation retrospective funding declined by NZTA.</li> <li>SSBC to be briefed for TCC council approval.</li> </ul>
<b>Accessible Streets – Area A (TCC)</b> Primary cycle route facilities: Accessible Streets programme for the Mount-Pāpāmoa-CBD connections	<ul style="list-style-type: none"> <li>Project on hold.</li> </ul>	<ul style="list-style-type: none"> <li>The project is on hold until the next RLTP/NLTP is finalised.</li> </ul>
<b>Accessible Streets – Area B (TCC)</b> Primary cycle route facilities: Accessible Streets programme for Otūmoetai-Bellevue-Brookfield connections	<ul style="list-style-type: none"> <li>Business case is submitted to NZTA for consideration. NZTA board decision anticipated in March/April 24.</li> <li><b>BOPRC Comment:</b> BOPRC are comfortable with the proposed options in this business case. BOPRC are awaiting decision on outcome that is on hold.</li> </ul>	<ul style="list-style-type: none"> <li>Decision currently on hold.</li> </ul>

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
<b>Eastern Corridor Transport Planning (Te Tumu &amp; Wairakei) (TCC)</b> A number of transport focussed workstreams remain underway related to the Te Tumu structure planning process, Wairakei Town Centre development and the Papamoa Eastern Interchange (PEI).	A number of transport-focussed workstreams remain underway related to the Te Tumu structure planning process, Wairakei Town Centre development and the Papamoa Eastern Interchange (PEI), these include: <ul style="list-style-type: none"> <li>Construction of the PEI is planned to get underway in 2024. The preload for the western abutment is complete and the next stage of Te Okuroa Drive and the Sands intersection is underway.</li> <li>TOD extension is currently in design phase (TCC led). The Sands Ave and The Boulevard are being progressed by Bluehaven, under the CDC and DA.</li> <li>Draft Te Tumu transport corridors SSBC is being updated based on peer review and parallel estimates. Planning is underway to complete final stakeholder engagement prior to approvals both internally (TCC and BOPRC) and then submit to NZTA for approval (Wairakei section) / endorsement (Te Tumu section).</li> <li>This business case has worked alongside transport planning and plan change workstreams associated with Te Tumu.</li> <li><b>BOPRC Comment:</b> BOPRC is comfortable with the project and direction to date.</li> </ul>	<ul style="list-style-type: none"> <li>Business case peer reviewed and submitted to TCC and NZTA for approval of Wairakei components and endorsement of Te Tumu components.</li> <li>Confirm Te Tumu structure planning workstreams and funding negotiations with developers / landowners.</li> <li>The developer / TCC will commence design and construction of Te Okuroa Drive, The Sands and The Boulevard as per the SSBC, CDC and DA.</li> </ul>
<b>Western Corridor (SH29 Tauriko / Tauriko West) (NZTA)</b> <u>Tauriko Enabling Works Business Case</u> <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> <u>Tauriko Long-Term Business Case</u>	<u>Tauriko Enabling Works (EW) Business Case</u> 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 NZTA while working closely with Council staff. <u>Tauriko Long-Term Detailed Business Case</u> <ul style="list-style-type: none"> <li>NZTA NZ Transport Agency continues to working towards confirming the preferred option for the long-term transport improvements.</li> </ul>	<ul style="list-style-type: none"> <li>TCC to continue to work closely with NZTA to support this project.</li> <li>Impact of SHIP and RoNS yet to be fully understood.</li> <li>Project now led by NZTA.</li> </ul>

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
A NZTA 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 Barks Corner, but also public transport solutions, walking and cycling, and local road networks.	<ul style="list-style-type: none"> <li>NZTA 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> </ul>	
<b>Hewletts Road Sub-Area Business Case (NZTA / TCC)</b>  This is a NZTA NZ Transport Agency led project which is to confirm the preferred option for the Hewletts Road sub-area (e.g. Hewletts Rd/ Totara St/ Hull Rd / Maunganui Rd).	<ul style="list-style-type: none"> <li>The revised recommended option was endorsed by the PSG in December:               <ul style="list-style-type: none"> <li>However, the affordability and delivery model for the project is being confirmed.</li> <li>And Ngāti Kuku have consistently communicated clear concerns around grade separation. Both Hapu are particularly supportive of improved public transport services.</li> </ul> </li> <li>Indicative staging has been proposed. Staging will be important to ensure that the community can use public transport during any construction to ease pressure on the network.</li> </ul>	Key next steps include: <ul style="list-style-type: none"> <li>Approval of the IBC by NZTA and partners.</li> <li>Indicative staging to be refined during the course of the DBC. Consideration of the interaction with other major projects is required, looking to minimise congestion across the network.</li> <li>Funding/investment avenues to be further explored during the DBC development.</li> </ul>
<b>State Highway 2 North (Waihi To Tauranga) including the Takitimu North Link &amp; 15<sup>th</sup> Avenue on-ramp (NZTA)</b>  This is a NZTA NZ Transport Agency led project for the construction of Stage One from Tauranga to Te Puna, including the 15 <sup>th</sup> Avenue on-ramp, and route protection of Stage Two, a 7km extension between Te Puna and Omokoroa.  Since the original Government decision, NZTA have introduced a new project to investigate and design short to medium term safety improvements (e.g. wide centrelines and intersection safety improvements) on the existing alignment between SH2/Omokoroa	<ul style="list-style-type: none"> <li>Construction is underway on the TNL project.</li> </ul>	NZTA are still to confirm their process for considering matters like: <ul style="list-style-type: none"> <li>The potential tolling of TNL (programmed for 2023)</li> <li>A tender process has been underway to appoint a consultant for the revocation of the existing State Highway 2 through Bethlehem and Te Puna that is bypassed by the project.</li> </ul>

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
<b>Priority Projects</b>		
intersection and Te Puna over 2021/22 – 2022/23.		
<b>SH2 Revocation Business Case (NZTA)</b>	<ul style="list-style-type: none"> <li>Two preferred options for SH2 revocation have emerged: for with and without tolling on the North Link.</li> <li>Both options involve <ul style="list-style-type: none"> <li>Improved PT infrastructure</li> <li>The requirement for a detailed business case in the Bethlehem Town Centre because of competing modal demands</li> </ul> </li> <li>The tolled option includes managed lanes (PT/T2/T3) through Bethlehem Town Centre and Waihi Road to Cameron Road.</li> <li>These are not included in the untolled option as they are considered “nice to have” instead of something that is required from a fit for purpose revocation perspective.</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing coordination with the tolling analysis workstream Dec 23 - April 24</li> <li>Economic analysis with updated cost and benefit estimates for both emerging preferred options Dec 23 - March 24</li> <li>Implementation strategy including commercial and management cases Jan 24 - March 24</li> <li>Public engagement on emerging preferred programmes. This will inform the next stages of the project development pathway. March - April 24</li> <li>PBC Report (and final approvals) April 24</li> <li>DBC – Bethlehem Town Centre – decision required</li> </ul>

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**11      DISCUSSION OF LATE ITEMS**

## 12 PUBLIC EXCLUDED SESSION

### Resolution to exclude the public

#### RECOMMENDATIONS

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
<b>12.1 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee Meeting held on 5 December 2023</b>	<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>	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 Workshop on 28 February 2024</b>	<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)(c)(i) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to prejudice the supply of similar information, or information from the same source, and it is in the public interest that such information should continue to be supplied</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

**13      CLOSING KARAKIA**