



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.

**Marty Grenfell
Chief Executive**

Terms of reference – Tauranga Public Transport Joint Committee

Membership

Chairperson	Chair Anne Tolley
Deputy chairperson	Cr Andrew von Dadelszen
Members	
Bay of Plenty Regional Council	Cr Paula Thompson Cr Andrew von Dadelszen
Tauranga City Council	Chair Anne Tolley Commissioner Stephen Selwood
External Member (non-voting)	
Waka Kotahi NZ Transport Agency	Jessica Andrew <i>TBC - Alternate</i>
Quorum	Two members, consisting of half the number of members, of which one must be from each respective Council.
Meeting frequency	Bi-monthly or as required by the need for decisions.

Appointment of the Chair and Deputy Chair and associated administrative support to be rotated between the two partner councils on an annual basis.

Purpose

Provide strategic and operational advice and direction for an integrated public transport system for Tauranga city and monitor implementation delivery.

The aim is to ensure that decisions in relation to all relevant parts of the transport system are taken collectively, and deliver outcomes that are greater than the sum of these parts. These outcomes are set out in the Urban Form and Transport Initiative (UFTI) Programme Business Case and Tauranga Transport System Plan (TSP).

Role

The Tauranga Public Transport Joint Committee is a joint committee of Bay of Plenty Regional Council and Tauranga City Council that report to their respective councils.

The area covered by the Joint Committee extends to the Tauranga City Council boundaries. The role includes:

- Enabling integrated decision making for Public Transport in Tauranga City.
- Preparing and reviewing a Tauranga City Integrated Public Transport Work Programme.

- The Work Programme to include:
 - Projects and business cases as outlined in Annex 1 (and prioritised accordingly).
 - Providing advice and guidance on Tauranga-specific content of the Regional Public Transport Plan (RPTP), for consideration by the Public Transport Committee.
 - RPTP policy implementation in relation to the Tauranga City Council area.
 - Tauranga city parking strategy and implementation.
 - Travel behaviour management programmes (including The Wednesday Challenge).
- Funding and financing (includes updates on Tauranga road pricing, bus fares, parking charges and third party funding).
- Monitor and review the implementation of the Work Programme.
- Receive reporting on the performance of public transport services and infrastructure, and making recommendations for improvement.
- Provide quarterly implementation updates to the Public Transport Committee.

For the avoidance of doubt, the Joint Committee's role does not include adopting, varying or renewing the Regional Public Transport Plan, which is a function of the Regional Council.

Reports to the Joint Committee will be prepared in partnership between the two councils. Where differences of view at officer level are apparent, these will be clearly set out in order for Councillors and Commissioners to make an objective and balanced decision.

Power to Act

To make all decisions necessary to fulfil the role and scope of the Joint Committee; with relevant powers delegated from the respective council committees.

Any recommendations that impose financial commitments to either party are to be referred to the respective councils for approval.

Any variation to the Joint Committee's terms of reference 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.

Adopted by Tauranga City Council – 8 February 2022

Adopted by Bay of Plenty Regional Council – 17 February 2022

Annex 1: Projects and Business Cases

Priority Projects

The following projects are to be implemented, commencing in the next six months:

- Tauranga CBD Interchange Temporary Relocation.
- Bus Stop Improvements.
- Bus Shelter Improvements.

The following projects are to be implemented, commencing in the next twelve months:

- Low Cost Low Risk projects relevant to public transport.
- Tauranga Network Refresh Phase 2.

Business Cases

The following business cases will be progressed, broadly in priority order:

- Tauriko Early Works.
- Arataki Bus Interchange.
- Public Transport Services & Infrastructure.
- Tauriko Long Term.
- Hewlett's Road Sub-area.
- Turret Road / 15th Avenue.
- Cameron Road Stage 2.
- Accessible Streets Area A (Mount / Papamoa / CBD).
- Accessible Streets Area B (Otumoetai / Bellevue / Brookfield).

Operations

Matters could include:

- Coordination of highway works to minimise bus service disruption.
- Bus service and work programme disruptions as a result of COVID-19.

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

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.

ATTACHMENTS

- 1. Minutes of the Tauranga Public Transport Joint Committee Meeting Held on 5 December 2023 - A15836197** [↓](#) 

Tauranga Public Transport Joint Committee

Open Minutes

- Commencing:** Tuesday 5 December 2023, 2.30 pm
- Venue:** Council Chambers, Regional House, 1 Elizabeth Street, Tauranga
- Chairperson:** Cr Andrew von Dadelszen - Bay of Plenty Regional Council
Toi Moana (BOPRC)
- Deputy Chairperson:** Commission Chair Anne Tolley - Tauranga City Council (TCC)
- Members:** Commissioner Stephen Selwood (TCC)
Jessica Andrew - NZ Transport Agency Waka Kotahi
- In Attendance:** BOPRC: 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.
- TCC: Nic Johansson - General Manager, Infrastructure; Shawn Geard - Transport Technical Lead, City Centre Team; Craig Dunlop - Principal Investment Advisor.
- Apologies:** 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:

Item No.	Subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Grounds under Section 48(1) for the passing of this resolution	When the item can be released into the public
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

6

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

Cr Andrew von Dadelszen
Chairperson, Tauranga Public Transport Joint
Committee

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

RECOMMENDATIONS

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

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

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.

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.

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 23rd. 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** [↓](#) 

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** [↓](#) 

11 DISCUSSION OF LATE ITEMS

12 PUBLIC EXCLUDED SESSION

Resolution to exclude the public

RECOMMENDATIONS

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

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

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48 for the passing of this resolution
12.1 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee Meeting held on 5 December 2023	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
12.2 - Public Excluded Minutes of the Tauranga Public Transport Joint Committee Workshop on 28 February 2024	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 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

13 CLOSING KARAKIA