



AGENDA

Tauranga Public Transport Joint Committee meeting Tuesday, 4 June 2024

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

Date: Tuesday, 4 June 2024

Time: 12.30pm

**Location: BoP Regional Council Chambers
Regional House
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.

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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 meeting held on 1 May 2024

File Number: A15988016

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 1 May 2024 be confirmed as a true and correct record, subject to the following correction/s:

(a)

ATTACHMENTS

1. Minutes of the Tauranga Public Transport Joint Committee meeting held on 1 May 2024



MINUTES

Tauranga Public Transport Joint Committee meeting Wednesday, 1 May 2024

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**MINUTES OF TAURANGA CITY COUNCIL
TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MEETING
HELD AT THE BOP REGIONAL COUNCIL CHAMBERS,
1 ELIZABETH STREET, TAURANGA
ON WEDNESDAY, 1 MAY 2024 AT 10.30AM**

PRESENT: Commission Chair Anne Tolley, Cr Andrew von Dadelszen, Commissioner Stephen Selwood, Cr Paula Thompson.

IN ATTENDANCE: **Tauranga City Council**

Nic Johansson (Head of Transport), Tom McIntyre (Team Leader: Transport Development), Craig Dunlop (Principal Investment Advisor: Transport), Derek McFadden (Senior Project Manager), Shawn Geard (City Centre Infrastructure Lead), Jason Spencer (Transport Programme Manager - Dual Funded), Hank Han (Transport Planner), Colm Hartigan (Principal Planner: Transport), Anahera Dinsdale (Acting Team Leader: Governance Services), Caroline Irvin (Governance Advisor), Aimee Aranas (Governance Advisor).

Bay of Plenty Regional Council

Fiona McTavish (Chief Executive), Cr Kat MacMillan, Cr Stuart Crosby Stuart Nightingale (Manager: Transport Operations), Oliver Haycock (Manager: Transport Planning), Mike Seabourne (Director Public Transport), Matthew Kilpatrick (Senior Transport Planner).

EXTERNAL: Ms Jessica Andrew (Waka Kotahi).

1 OPENING KARAKIA

Cr Kat MacMillan opened the meeting with a karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

The following late open item was withdrawn from the agenda:

- Te Tumu Urban Growth Area and Wairakei Town Centre Transport Business Case.

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Nil

7 CONFIRMATION OF MINUTES

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

COMMITTEE RESOLUTION TPT1/24/1

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the minutes of the Tauranga Public Transport Joint Committee meeting held on 5 December 2023 be confirmed as a true and correct record.

CARRIED

8 RECEIPT OF MINUTES FOR INFORMATION

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

COMMITTEE RESOLUTION TPT1/24/2

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

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

.CARRIED

9 DECLARATION OF CONFLICTS OF INTEREST

Nil

10 BUSINESS

10.1 15th Avenue to Welcome Bay SSBC Update

Staff Derek McFadden, Senior Project Manager
Jason Spencer, Transport Programme Manager - Dual Funded
Colm Hartigan (Principal Planner: Transport)

PowerPoint presentation.

Key points

- Council was in a difficult situation with regards to the Government Policy Statement (GPS), which changed the direction of the project. There was a shift in ideology in what the GPS did and did not support.
- If Council had continued with the original business case, it would not have received any funding. Therefore, it was trying to adjust the business case into stages which would mean it

would get some funding in the early stages to enable as many improvements to the network as possible.

In response to questions

- It was felt that the pedestrian and cyclists' space would not be cut off during the stages of the project. The walking and cycling path had to be removed from the project itself to reduce the risk of not obtaining funding, but Council was still committed to achieving this at some stage.

Discussion points raised

- The GPS had clearly changed the landscape for funding and would continue to do so. It was important to the Commissioners to get the main elements of the project across the line and get work started in July 2025, as this was one of the key congestion points in the city.
- The proposed three kilometres of walking and cycling paths posed a risk to the project given the new GPS, however it may be possible to obtain funding for this in different ways.
- Council was driven by funding mechanisms in terms of what it could do. However, this did not mean a disconnect from the Urban Form and Transport Initiative (UFTI), spatial planning and the desire to have the best city.
- All projects that had to change their scope due to the updated GPS had to individually go through a project governance process and were not legitimate until the organisation decided they were comfortable with, and had confirmed, the new scope of the project.
- Council was having to make changes which put pressure on the LTP, but the aim was still to relieve traffic congestion.

COMMITTEE RESOLUTION TPT1/24/3

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

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.

CARRIED

ACTION

That Cr Paula Thompson be provided with all investment programs and projects impacted by the Government Policy Statement's change in direction.

10.2 Tauranga City Council and Bay of Plenty Regional Council Update Report - May 2024

Staff Matthew Kilpatrick (Senior Transport Planner, BOPRC)

The report was taken as read.

In response to questions

- Social issues were created when Central Business District (CBD) bus interchanges were put in place. However, within eight years there would be a different public transport model, the CBD would be completed, and the patronage of the public transport would have changed.
- The Hairini Street bus lane item had been on the business case but no decisions had been made. BOPRC had been working together with TCC's safety engineers on this. A consultant had been tasked with writing up issues and options around this in the business case to enable a good decision in terms of whether this could be opened up or not.

Discussion points raised

- Phase two of the bus network services refresh was partially paused, however was still planned for December this year.
- The ability of a bus interchange to be moved was a benefit in terms of changing conditions, needs and patronage. Time would provide evidence as to what the right solution would be.
- The feedback from the community using the CBD bus interchange had been very positive.
- There was an offer on the table from TCC for a two-year trial for a ferry between Mount Maunganui and the Tauranga CBD which was worth doing. All the city partner groups felt that if a sensible trial was available and did not cost too much, it should be done. When road works started on Hewletts Road, Totara Street and Hull Road, it would be important to have this as an option in place, and not on a trial, to get people from Mount Maunganui to the city.
- It would be very helpful to boost the public's perception of public transport to have an interim solution for the Hairini Street bus lane to be used during off peak hours.

COMMITTEE RESOLUTION TPT1/24/4

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the Tauranga Public Transport Joint Committee:

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

CARRIED

ACTION

That the two-year trial for a ferry service between Tauranga Central Business District and Mount Maunganui be actioned and the Committee be provided with some options at the next meeting to be held on 4 June 2024.

ACTION

That staff look into options for opening the Hairini Street bus lane for interim use during off peak hours and report back to the Committee at the meeting to be held on 4 June 2024.

10.3 Tauranga Public Transport Joint Committee - Projects Update - May 2024

Staff Matthew Kilpatrick (Senior Transport Planner, BOPRC)

The report was taken as read.

In response to questions

- The Cameron Road stage two bus shelter would be used on Cameron Road stage one as well.
- The Arataki bus facility project was moving into the design phase. Staff were working on safety aspects and looking to have it contracted in June of this year.

Discussion points raised

- It was acknowledged that TCC staff had worked hard on 'accessible streets' over the last six years. The Commission had not abandoned this and it was still a priority to establish safe cycling and pedestrian ways as much as possible.

COMMITTEE RESOLUTION TPT1/24/5

Moved: Cr Paula Thompson

Seconded: Cr Andrew von Dadelszen

That the Tauranga Public Transport Joint Committee:

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

CARRIED

ACTION

That Cr Paula Thompson be provided with the report 'Arterial Route Review – Recommended Congestion Easing Improvements' addressed at the Tauranga City Council meeting on 29 April 2024.

11 DISCUSSION OF LATE ITEMS

The late item was withdrawn.

12 PUBLIC EXCLUDED SESSION

Commission Chair Tolley confirmed there was no discussion of the two public excluded items:

- Public excluded minutes of the Tauranga Public Transport Joint Committee meeting held on 5 December 2023; and
- Public excluded minutes of the Tauranga Public Transport Joint Committee workshop held on 28 February 2024;

and confirmed these items could be addressed in the open section of the meeting.

12.1 Public Excluded Minutes of the Tauranga Public Transport Committee Meeting held on 5 December 2023.

COMMITTEE RESOLUTION TPT1/24/6

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the public excluded minutes of the Tauranga Public Transport Joint Committee meeting held on 5 December 2023 be confirmed as a true and correct record.

CARRIED

12.2 Public Excluded Minutes of the Tauranga Public Transport Joint Committee Workshop held on 28 February 2024

COMMITTEE RESOLUTION TPT1/24/7

Moved: Cr Andrew von Dadelszen

Seconded: Commissioner Stephen Selwood

That the public excluded minutes of the Tauranga Public Transport Joint Committee workshop held on 28 February 2024 be received.

CARRIED

13 CLOSING KARAKIA

Cr Kat MacMillan closed the meeting with a karakia.

The meeting closed at 11.30am.

The minutes of this meeting were confirmed as a true and correct record at the Tauranga Public Transport Joint Committee meeting held on 4 June 2024.

Commission Chair Anne Tolley

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CHAIRPERSON

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 Tauranga Public Transport Joint Committee Projects Update Report June 2024

File Number: A15990887

Author: Caroline Irvin, Governance Advisor

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

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

ATTACHMENTS

1. TCC and BOPRC Update Report - June 2024 - A15996673 [↓](#) 
2. Projects Update - Appendix A - A16024700 [↓](#) 



Report To:	Tauranga Public Transport Joint Committee
Meeting Date:	4 June 2024
Report Writer:	Matthew Kilpatrick (BOPRC, Senior Transport Planner) and Colm Hartigan (TCC, Principal Transport Planner)
Report Authoriser:	Andrew Williams (BOPRC, Acting Transport Planning Manager) and Tom McEntyre (TCC, Team Leader: Transport Development)
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.

TCC and BOPRC Projects Update Report

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) **Bus Facilities – City Centre:** A hybrid option has been approved for Durham Street which allows the continued private development to continue. Hamilton Street, Harrington Street, Willow Street, and Dive Crescent locations were previous approved. TCC staff are now working with BOPRC and FENZ to establish a bus layby on Cameron Road on the vacant lot adjacent to the current Fire Station location.
- (b) **Connecting the People (15th Ave/Turret/Welcome Bay):** The business case has been split into two stages. The first stage focuses on Zones 1 and 2 with only minor improvements from Zone 3. NZTA funding is being sought for stage 1. The second stage is expected to follow and funding is being explored. This

approach, and the executive summary of the business case was briefed to and approved by TCC. The final elements of the business case will now be completed prior to submission to NZTA for co-investment approval.

- (c) **Cameron Road Stage 2:** The business case is complete and has been submitted to NZTA. Detailed design phase has started at TCC's cost with agreements in place with NZTA. Construction phase will be subject to approval of the business case by the NZTA Board due to take place in June 2024.
- (d) **Connecting Mount Maunganui (Waka Kotahi NZTA led):** NZTA VOS Committee has reviewed the IBC and provided further direction required to be completed before the IBC will be submitted to the NZTA Board for investment consideration.
- (e) **Public Transport Services and Infrastructure SSBC:** SSBC peer review comments are being addressed by the client team.
- (f) **Accessible Streets Programme:** Progression of the Area A and Area B business cases are now on hold pending the confirmation of the GPS-LT and NLTP.
- (g) **Arataki PT Facility:** The Arataki Bus Hub has been tendered with contract closing in early June. Contract award is anticipated end of June with work commencing in early July 2024.
- (h) **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).
- (i) **Keenan Road Urban Growth Area & PT:** Options stage of the SSBC is progressing with NZTA.
- (j) **Papamoa East Interchange:** Construction of the PEI is underway, due for completion mid-2026.
- (k) **Tauriko Urban Growth Area Enabling Works (NZTA led):** The contract for construction of the project has now been awarded and works are underway.
- (l) **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.
- (m) **State Highway 2 Revocation PBC (NZTA led):** Reviews and final approvals of the PBC Report: May to July 24.
- (n) **Tauranga Transport Model:** The TTM team is now translating the strategic model (TTSM) from a trip-based model to a person-based model. Head of Agreement is agreed with partners and final sign off will take place soon.

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 has been endorsed by the Regional Transport Committee on 22 May 2024 for recommendation to Regional Council for final sign-off on 5 June. Deliberations were completed on 7 May 2024. Submission of the final RLTP to NZTA will take place on 1 August 2024.
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 final business case has been completed and delivered to the client team. In consideration of being in a constrained funding environment and considering the draft GPS, BOPRC are leading an additional work programme to revise a more cost efficient 3 and 10-year programme of projects. Both TCC and NZTA are involved going forward.
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. Monitoring of the trial and reporting of this will take place through the Public Transport Committee.
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

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Bus Stop & Shelters improvement programme (TCC)	<ul style="list-style-type: none"> The bus stop and bus shelter programme is nearing completion. Hearings have been held for all objections to new shelters To Date, we have: <ul style="list-style-type: none"> Line marked over 133 bus boxes (16 remaining) Added no stopping line marking to over 211 bus stops (18 remaining) constructed over 189 concrete hardstands (5 remaining, 4 in progress) Installed over 115 Bus shelters (25 remaining – 17 in progress) Installed 15 retaining walls to support new shelters or footpaths Extended footpaths to connect to 9 bus stops (up to 22 remaining, 5 in progress) Works are expected to be largely complete in June, with minor snag items expected to be resolved in July Millers Rd Shelter request – the bus bay has been designed, with an extension planned, TMP has been approved, Tree Protection Plan being prepared to protect the Kauri tree. Works to commence within 2 weeks. BOPRC Comment: BOPRC are working closely with TCC and the future roll out of the Stage 2 Network Refresh. 	<ul style="list-style-type: none"> Installation of the shelters is underway in conjunction with the upgrades of the infrastructure at the bus stops.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Cameron Road High Spec Shelters (TCC)	<ul style="list-style-type: none"> We have engaged Design Brand to commence work on designing the shelters for Cameron Rd. 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. This hybrid option; <ul style="list-style-type: none"> Keeps the Auckland style in terms of general shape and roof profile, but includes a roof extension for additional shelter Does not include lighting Requests a combination using the idea of the carved wood fascia, with the laser cut metal sheet on the post Look further into an asymmetric panel grid coloured glass (assuming this might be coloured film over normal glass). 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. We have requested both a standard and "double" sizing options. 	<ul style="list-style-type: none"> Design will continue and the new shelters will be installed once they are available.
Speed Management Plan	<ul style="list-style-type: none"> A revised Speed Management Plan will be presented at the 10 June TCC Council meeting, this will consist of some additional variable 40km/h zones out front schools and formalise the current 30km/h zone in the city centre. 	<ul style="list-style-type: none"> Revised SMP to be presented to Council on 10 July 24.
Ferry Proposal	<p><u>TCC</u></p> <ul style="list-style-type: none"> A proposal has been put forward for Hauraki Express to operate two vessels between Tauranga Moana Waterfront and Salisbury Wharf for a two-year trial period. 	<p><u>TCC</u></p> <ul style="list-style-type: none"> Commitment to the proposal is contingent upon full due diligence, market research, and funding support from Kiwibank.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<ul style="list-style-type: none"> On 20 May 24 TCC commissioners approved the recommendation to underwrite up to 50% of the funding required to trial ferry operations up to a maximum amount of \$1.4M payable over the first two years of the trial (i.e. \$700K per annum) of rate funded expenditure. This is contingent on BOPRC funding the other 50%. 	<ul style="list-style-type: none"> Collaboration between Hauraki Express, BOPRC, and TCC is proposed to integrate the ferry service into the public transport network, develop a marketing plan, and provide fare subsidies. <p><u>BOPRC</u></p> <ul style="list-style-type: none"> BOPRC support the direction of the proposal stated by TCC, and note, that a paper on ferries for Mount to Tauranga will be presented at the 4 June JPTC. Financial numbers within this paper are displayed as a 2-year contract proposal with the potential for a 1-year extension (totalling 3 years).
Low-Cost Low Risk projects (relevant to Public Transport) (TCC)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> TCC staff will report on any projects with PT aspects.
Tauranga Network Refresh Phase 2 (BOPRC)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Continue working with project partners. Seek confirmation of additional funding in due course.
On Demand Transport Trial – Tauranga South (BOPRC)	<ul style="list-style-type: none"> The On Demand Public Transport Trial in Tauranga South went live on 25 March 2024. The trial has received some excellent feedback to date, heard from both social media and via roadshow sessions. 	<ul style="list-style-type: none"> Progress of the trial will be monitored with progress reported through the Public Transport Committee.
Travel Demand Management and Behaviour Change Programme (BOPRC / TCC)	<ul style="list-style-type: none"> Three scoping studies for TDM have been completed and 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 	<ul style="list-style-type: none"> Staff will look to have some high-level conversations with regional partners and progress some thinking around a potential programme.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	LTP and NZTA funding for the 24-27 period, expected in September, before progressing development of this programme.	
Policy		
Regional Land Transport Plan (RLTP) (BOPRC)	<ul style="list-style-type: none"> The RLTP deliberations were held 7 May 2024. RTC has endorsed the RLTP on 22 May 2024 for recommendation to Regional Council on 5 June. 	<ul style="list-style-type: none"> Submission of final RLTP to NZTA 1 August 2024.
Network Optimisation (TCC) 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"> 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 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. Tauranga City Council (TCC) are supporting Bay of Plenty Regional Council (BOPRC) in drafting a Transport Emissions Reduction Programme (TERP) for the region. 	<ul style="list-style-type: none"> Conclude the assessment of the TSP interventions and broader national emissions policy impacts against the now developing Government targets. 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. The emissions analysis will be incorporated into the TCC Sustainability Strategy and Climate Change Action Plan which are currently under development. 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. We are adapting the optimisation programme to align with the GPS-LT.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
SmartTrip Variable Road Pricing (TCC) <ul style="list-style-type: none"> A study exploring the viability and impacts of Variable Road Pricing (VRP) in Tauranga 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, and support the reduction of vehicle trips in the City. The study was undertaken jointly by TCC and NZTA, and was only a proof-of-concept study. 	<ul style="list-style-type: none"> A report was provided to Council on 4 September 2023 explaining the findings of the study, and noting the benefits such system would have. Council endorsed to engage on the SmartTrip concept through the 2024-2034 Long Term Plan. The results of the engagement process have been reported to Council on 4 March 2024, and considered several options on how to proceed based on the feedback. The council report clarified that a new government was formed during the engagement process. The new government is progressing road charging initiatives. NZTA has invited TCC to work together with them, the Ministry of Transport and other councils to support a nationally consistent approach. In March 2024, Council endorsed to: <ul style="list-style-type: none"> Not proceed with a full business case Proceed to investigate key areas of community feedback received, including the cost of road pricing charges, the quality and availability of alternative transport modes, location and time of charge, equity concerns and wider network impact (particularly diversion impacts). Proceed to engage with NZTA-Waka Kotahi, the Ministry of Transport, and other interested councils including Auckland Council / Auckland Transport to explore nationally consistent approaches to road pricing. Includes a budget of \$1.5m spread evenly over the first three years of the LTP (with timing reviewed at the next Annual Plan) and requires staff to apply for any applicable subsidy or external funding to reduce the cost to the ratepayer. Notes that the approved road pricing budget will position TCC to be able to participate at a national level and help to ensure that topics raised by the Tauranga 	<ul style="list-style-type: none"> Further investigate key areas of local community feedback. This work will be further progressed with NZTA under the new GPS-LT. Engage with NZTA, the MOT and other interested councils to explore a nationally consistent approach to road pricing, in the form of policy and legislation.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	community are embedded in nationwide investigations into road pricing.	
Business Cases		
Public Transport Services & Infrastructure (PTS&I) (BOPRC) Proposed and prioritised 10-year services and infrastructure investment strategy to deliver the UFTI medium scenario	<ul style="list-style-type: none"> The Western Bay of Plenty Public Transport Services and Infrastructure (PTS&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. A final business case has been completed and delivered to the client team. In consideration of being in a constrained funding environment and considering the draft GPS, BOPRC are leading an additional work programme to revise a more cost efficient 3 and 10-year programme of projects. Both TCC and NZTA are involved going forward. 	<ul style="list-style-type: none"> Undertake further Hui with Iwi partners across Te Rangipu (Tauranga) and Western BOP to share update and next steps Present revised 3- and 10-year programme included with the business case. Submission to NZTA for co-investment approval.
Bus facility – Arataki (TCC) Permanent bus facility for the Arataki area	<ul style="list-style-type: none"> The Arataki Bus Hub has been tendered with contract closing in early June. Contract award is anticipated end of June with work commencing in early July 2024. Engagement with mana whenua to ensure cultural elements are integrated within the design. BOPRC has worked closely with the team though the design process to ensure outcomes are achieved. BOPRC Comment: BOPRC are working closely with the project team on the revised designs and are aware of the budget constraints. 	<ul style="list-style-type: none"> Contract award end of June and construction to commence in July. No significant risks identified at this stage.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Bus Facility – City Centre (Permanent) (TCC) 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"> Superstop 1 has been removed from business case and expedited at Council's cost due to the required closure of the temporary facility. TCC had some opposition to location for Superstop 1 (Durham Street). Following workshops with stakeholders, developers and advocacy groups this has been finalised and confirmed by commission. BOPRC Comment – BOPRC have been involved in the project to date including workshops with both developers and community representatives on the final stop location. BOPRC support the proposed approach for Durham Street South and are working with TCC to implement going forward. 	<ul style="list-style-type: none"> Willow, Hamilton, Harrington, and Dive Cres locations confirmed, timeframes for implementation are unknown and dependent on other city centre development and PTS&I outcomes Durham St site is moving into the design phase with design to be completed in two parts, with construction expected to be complete end of the year.
Cameron Road – Stage 2 (TCC) A multi-modal improvement project for Cameron Road, between 17 th 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"> The business case is complete and has been submitted to NZTA. BOPRC Comment: BOPRC are awaiting to hear the decision from Waka Kotahi via TCC on the business case. 	<ul style="list-style-type: none"> Detailed design phase has started at TCC's cost with agreements in place with NZTA. Construction phase will be subject to approval of the business case by the NZTA Board due to take place in June 2024.
15th Ave/Turret/Welcome Bay (TCC) A business case for the 15 th 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"> The business case has been split into two stages. The first stage focuses on Zones 1 and 2 with only minor improvements from Zone 3. NZTA funding is being sought for stage 1. The second stage is expected to follow and funding is being explored. This approach, and the executive summary of the business case was briefed to and approved by TCC 	Next steps <ul style="list-style-type: none"> Finalise remainder of business case Consider opening of the Hairini bus gate to general traffic outside of peak times.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<p>commissioners on 20 May with a request to consider off peak opening of the Hairini bus gate.</p> <ul style="list-style-type: none"> • BOPRC Comment: BOPRC staff are satisfied with the project and direction to date. BOPRC are comfortable with allowing off-peak time use of the Hairini bus lanes and await further direction of this decision through this project. 	
<p>Accessible Streets – Area A (TCC)</p> <p>Primary cycle route facilities: Accessible Streets programme for the Mount-Pāpāmoa-CBD connections</p>	<ul style="list-style-type: none"> • Project on hold. • The project is deferred in the 2024 – 2034 Long Term Plan until 2034. No further work is anticipated except for some low cost low risk project where applicable. 	<ul style="list-style-type: none"> • The project is on hold as the project is programmed to commence in the current LTP in 2034
<p>Accessible Streets – Area B (TCC)</p> <p>Primary cycle route facilities: Accessible Streets programme for Otūmoetai-Bellevue-Brookfield connections</p>	<ul style="list-style-type: none"> • The project is deferred in the 2024 – 2034 Long Term Plan until 2034. No further work is anticipated except for some low cost low risk project where applicable. • BOPRC Comment: 	<ul style="list-style-type: none"> • The project is on hold as the project is programmed to commence in the current LTP in 2034

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Eastern Corridor Transport Planning (Te Tumu & Wairakei) (TCC) 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"> Construction of the PEI is underway. The preload for the western abutment is complete, the Te Okuroa Drive / The Sands Ave intersection is underway, and the PEI itself has commenced, due for completion mid-2026. Te Okuroa Drive extension is currently in detailed design phase (TCC led). The Sands Ave and The Boulevard are being progressed by Bluehaven, under the CDC and DA. Te Tumu & Wairakei transport corridors SSBC has been approved by TCC (April 29 Council meeting). This is to approve submission to NZTA to seek co-funding for the Wairakei town centre components, and endorsement of the Te Tumu transport corridors. BOPRC approved this SSBC prior to Council approval. This business case has worked alongside transport planning and plan change workstreams associated with Te Tumu. 	<ul style="list-style-type: none"> Te Tumu & Wairakei transport corridors Business case is being submitted to NZTA via TIO for co-funding approval of the Wairakei components, and endorsement of Te Tumu transport corridor components. VOS to consider in June, and NZTA Board to consider for NLTF funding late 2024. Confirm Te Tumu structure planning workstreams and funding negotiations with developers / landowners. The developer / TCC will continue design and construction of Te Okuroa Drive, The Sands and The Boulevard as per the SSBC, CDC and DA.
Western Corridor (SH29 Tauriko / Tauriko West) (NZTA) <u>Tauriko Enabling Works Business Case</u> <ul style="list-style-type: none"> 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. <u>Tauriko Network Connections (Long-Term) Business Case</u>	<u>Tauriko Enabling Works (EW) Business Case</u> The contract for construction of the project has now been awarded and works are underway at the southern intersection (Redwood Lane / Kaweroa Drive roundabout). Works at the northern end including the new Tauriko West northern access and associated works on SH29, Cambridge Road and Whiore Ave are programmed to commence later in 2024. The current delivery programme indicates completion of the Redwood / Kaweroa roundabout and connections in late 2025 / early 2026, completion of the new Tauriko	<u>Enabling Works</u> <ul style="list-style-type: none"> Separable portion 2 of the construction contract including works at the northern end (Tauriko West northern access, SH29/Cambridge Road intersection upgrade and Whiore Ave) is due to be awarded by mid 2024 subject to confirming property acquisition agreements. Key risks are being managed through the Major Transport Projects "Oversight Steering Group."

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
<p>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.</p>	<p>West northern access (enabling access for land development) by early 2026, and overall completion of the transportation construction project by mid-2027</p> <p><u>Tauriko Long-Term Detailed Business Case</u></p> <ul style="list-style-type: none"> The business case recommended improvements including the following: <ul style="list-style-type: none"> A new offline State Highway 29 corridor for inter-regional traffic between Redwood Lane and Takitimu Drive that then enables the current state highway to perform a local road function with multi-modal services; A new online six-lane SH29A corridor between Takitimu Drive and Barks Corner including dedicated bus lanes; and Widening of SH36 between Lakes Boulevard and SH29A including dedicated bus lanes. At its meeting on 27 June 2023 Council resolved to endorse the final NZTA business case being submitted to their Board for approval alongside other key resolutions including: <ul style="list-style-type: none"> The strong preference that the project be delivered in a single stage within a decade (by 2034) The next stage of the business case identifying solutions to resolve 'pinch points' at key locations including SH29a/Cameron Road, Takitimu Drive/SH29/SH29a/SH36 and across the Omanawa stream on SH29. <p>The Waka Kotahi Board endorsed the business case at their meeting on 18 August 2023. This decision did not include funding to progress the next stage of this project at that time.</p>	<p><u>Tauriko Network Connections Business Case</u></p> <ul style="list-style-type: none"> TCC to work with NZTA to support the inclusion of appropriate funding in the next NLTF to support the delivery of the project. Impact of SHIP and RoNS yet to be fully understood. Project led by NZTA.

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
	<p>The draft GPS on Land Transport (released in March 2024) identifies this project as a 'Road of National Significance' (RoNS). RoNs are described in the draft GPS as <i>"New Zealand's most essential state highway corridors that require significant development and investment that, when complete, will reduce congestion, improve safety, support housing development to address New Zealand's ongoing housing crisis, boost economic growth, and provide a more resilient roading network."</i> Furthermore, the draft GPS identifies that:</p> <ul style="list-style-type: none"> • "All Roads of National Significance will be four laned, grade-separated highways, and all funding, financing and delivery options should be considered to deliver them in stages and as quickly as possible." • <i>"The Government expects that the NZTA will prioritise these strategic corridors in the development of the National Land Transport Programme given their importance, alignment and impact on the Government's wider programme and the Government's focus on returning the NZTA to its core statutory activities and particularly, for this GPS period, maintaining and developing the state highway network."</i> 	
<p>Connecting Mount Maunganui – SH2/Hewletts Road Sub-Area Business Case (NZTA / TCC)</p> <p>This is a NZTA NZ Transport Agency led project which is to confirm the preferred option for the Hewletts Road sub-area (e.g.</p>	<ul style="list-style-type: none"> • The revised recommended option was endorsed by the PSG in December. • 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. 	<p>Key next steps include:</p> <ul style="list-style-type: none"> • IBC will be reviewed by project partners and resubmitted to NZTA. • Indicative staging to be refined during the course of the DBC. Consideration of the interaction with other major projects is required, looking to minimise

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
Priority Projects		
Hewletts Rd/ Totara St/ Hull Rd / Maunganui Rd).	<ul style="list-style-type: none"> NZTA VOS Committee has reviewed the IBC and provided further direction required to be completed before the IBC will be submitted to the NZTA Board for investment consideration. 	<p>congestion across the network.</p> <ul style="list-style-type: none"> Funding/investment avenues to be further explored during the DBC development. TCC will investigate the potential to proceed early with local road improvement components within the sub-area.
State Highway 2 North (Waihi To Tauranga) including the Takitimu North Link & 15th Avenue on-ramp (NZTA)	<ul style="list-style-type: none"> Construction is underway on the TNL project. 	NZTA are still to confirm the potential tolling of TNL
SH2 Revocation Programme Business Case (NZTA)	<ul style="list-style-type: none"> Two preferred programme options have emerged. One for each of the two scenarios considered during the PBC: The first scenario is that Takitimu North Link Stage 1 is tolled; the second scenario is that Takitimu North Link is untolled. Both options involve <ul style="list-style-type: none"> Investment (pavement and drainage improvements) in the existing asset to bring it up to a fit for purpose quality level Improved PT infrastructure The requirement for a detailed business case in the Bethlehem Town Centre because of competing modal demands Speed limit review The tolled option includes managed lanes (PT/T2/T3) through Bethlehem Town Centre and Waihi Road to Cameron Road. The managed lane from Waihi Road to Cameron Road is 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. 	<ul style="list-style-type: none"> Reviews and final approvals of the PBC Report. May to July 24 Following steps subject to PBC decision and funding availability: Existing Condition Assessment and Investigation. 2025. Interdependency: Decision on whether Takitimu North Link Stage 1 is to be tolled or not. Mid 2025. DBC for– Bethlehem Town Centre – decision required (after tolling decision). 2026 Pre-Implementation for the activities outside of the Bethlehem Town Centre DBC and Managed Lanes from Waihi Road to Cameron Road. 2026.

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9.2 Tauranga Public Transport Joint Committee - Ferry Proposal Report**File Number: A15996696****Author: Caroline Irvin, Governance Advisor****Authoriser: Nic Johansson, Head of Transport****Please note that this report contains confidential attachments.**

Public Excluded Attachment	Reason why Public Excluded
Item 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report - Attachment 2 - Hauraki Express - Passenger and Bike Ferries - Tauranga Harbour	<p>s7(2)(c)(ii) - 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 otherwise to damage the public interest.</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.</p>
Item 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report - Attachment 3 - Calculation Sheets	<p>s7(2)(c)(ii) - 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 otherwise to damage the public interest.</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.</p>
Item 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report - Attachment 4 - Preliminary Naval Architectural Design	<p>s7(2)(c)(ii) - 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 otherwise to damage the public interest.</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.</p>
Item 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report - Attachment 5 - Passenger and Bike Ferries Tauranga Harbour - Proposal to BOPRC	<p>s7(2)(c)(ii) - 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 otherwise to damage the public interest.</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities.</p>

PURPOSE OF THE REPORT



The purpose of this report is to provide the Committee with a ferry trial proposal on the Tauranga harbour.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Tauranga Public Transport Joint Committee - Ferry Proposal Report".
- (b) Endorses one of the following options to progress a two-year ferry trial on the Tauranga harbour:
 - (i) Option 1: Do nothing; or
 - (ii) Option 2: Endorse the proposal; and
 - a Request staff of both Tauranga City Council and Bay of Plenty Regional Council to progress a Tauranga harbour ferry trial; and
 - b Request that staff from Bay of Plenty Regional Council take a report to its Public Transport Committee (12 June 2024) seeking endorsement of Option 2 if the Joint Public Transport Committee supports Option 2.

ATTACHMENTS

1. Tauranga Public Transport Joint Committee - Ferry Proposal Paper - A16022826  
2. Hauraki Express - Passenger and Bike Ferries - Tauranga Harbour - A15969212 - Public Excluded
3. Calculation Sheets - A15969213 - Public Excluded
4. Preliminary Naval Architectural Design - A15969214 - Public Excluded
5. Passenger and Bike Ferries Tauranga Harbour - Proposal to BOPRC - A15969217 - Public Excluded



Report To:	Joint Public Transport Committee
Meeting Date:	4 June 2024
Report Writer:	Katri Harmoinen (BOPRC, Transport Planner) Andrew Williams (BOPRC, Acting Manager, Transport Planning)
Report Authoriser:	Mike Seabourne (BOPRC, Director, Public Transport)
Purpose:	To provide the Tauranga Public Transport Joint Committee with further information to support progressing a two-year ferry trial on the Tauranga harbour.

Tauranga Harbour Ferry Proposal – Hauraki Express – Options Paper

Executive Summary

Earlier this year, marine transport operator Hauraki Express put forward a proposal seeking support to deliver a passenger ferry trial on the Tauranga harbour. It's proposed to connect the Tauranga CBD and downtown Mount Maunganui. This paper provides:

1. An understanding of the proposal to date.
2. Outlines two possible options, including their financial implications, to support progressing the proposal:
 - a. Option one: Do nothing; or
 - b. Option two: Request staff of both Tauranga City Council and Bay of Plenty Regional Council (BOPRC) to progress a Tauranga harbour ferry trial and that BOPRC take a report to its Public Transport Committee (12 June 2024) seeking endorsement of Option 2.
3. Covers further work required to support progressing the proposal.

Recommendations

That the Joint Public Transport Committee:

1. Receives the report, Tauranga Harbour Ferry Proposal – Hauraki Express – Options Paper.
2. Endorses one of the following options to progress a two-year ferry trial on the Tauranga harbour:
 - (a) Option 1: Do nothing; or
 - (b) Option 2: Endorse the proposal; and

- (i) Request staff of both Tauranga City Council and Bay of Plenty Regional Council to progress a Tauranga harbour ferry trial; and
- (ii) Request that staff from Bay of Plenty Regional Council take a report to its Public Transport Committee (12 June 2024) seeking endorsement of Option 2 if the Joint Public Transport Committee supports Option 2.

1. Introduction

Earlier this year, the ferry transport operator Hauraki Express (HE) put forward a proposal to trial ferry services on the Tauranga harbour to:

- a. The Joint Public Transport Committee (JPTC) in February 2024; and
- b. To the Regional Transport Committee (RTC) as part of the Regional Land Transport Plan (RLTP) hearings in April 2024.

HE's proposal seeks consideration of a public private partnership (PPP) of sorts to support the operation of a passenger and bike ferry trial covering a 5km stretch of Tauranga harbour between Tauranga's CBD and Mount Maunganui.

At a previous JPTC meeting – 1 May 2024 – the Committee requested the following action: *That the two-year trial for a ferry service between Tauranga Central Business District and Mount Maunganui be actioned and the Committee be provided with options at the next meeting to be held 4 June 2024.*

At a subsequent Tauranga City Council (TCC) meeting – 20 May 2024 – it is understood that Commissioners approved the recommendation to underwrite *up to 50% of the funding required to trial ferry operations up to a maximum amount of \$1.4M payable over the first two years of the trial (i.e., \$700k per annum) of rate funded expenditure*. The same recommendation was supported by a note which stated that the underwrite *is conditional on the other 50% being funded by Bay of Plenty Regional Council*.

Additionally, letters of support have been received from various key stakeholder groups including Priority One, Tourism Bay of Plenty, Mount Main Street and Downtown Tauranga.

2. Background and Context

2.1 Historical background

Regular ferry services between Mount Maunganui and Tauranga CBD operated successfully from the early 1900s until the late 1940s. A period of inactivity occurred between the 1950's and late 1990's. In the early 2000s, several operators provided regular ferry services between Mount Maunganui to Tauranga's CBD. All of them failing shortly afterwards due to a multitude of reasons, including low patronage numbers and wharf access and landing disputes between operators. The Matakana ferry is the only public ferry service on the Tauranga harbour. Some commercial activities have ferry type services that operate during peak seasonal periods.

2.2 Feasibility studies

Since 2020, three ferry feasibility studies have considered the possibility of public ferry services on the Tauranga harbour.

2.2.1 Bay of Plenty Regional Council Ferry Feasibility Study 2023

A feasibility study conducted by BOPRC in 2023 explored the viability of ferries for the Tauranga harbour. The study considered the possibility of a ferry service connecting Ōmokoroa, Mount Maunganui and Tauranga City Centre with three potential levels of service: minimum, basic and high quality. The report analysed similar services in Auckland, Wellington and Christchurch that run vessels capable of carrying 50-300 passengers.

The study concluded that there are significant cost barriers, with a significant proportion of that allocated to upgrading infrastructure at the three sites, and insufficient forecast demand to support feasibility. However, the report noted that options for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded landside ferry infrastructure, and that a service should be reconsidered at a future date.

The Public Transport Committee (PTC) received the report in November 2023. The PTC resolution at the time was that the PTC:

Agrees to defer any further investigations into Tauranga and Western Bay of Plenty ferry services until the development of 2027 Long Term Plans and the 2027-30 National Land Transport Programme.

2.2.2 Wednesday Challenge Ferry Service Trial 2022

The Wednesday Challenge is an initiative to encourage public mode shift across Tauranga city on Wednesdays, supporting a shift away from single occupancy private vehicles. The challenge was supported by BOPRC for the 2022/23 financial year. Part of this funding bid sought support for a 6-week trial of a ferry service between Mount Maunganui and Tauranga's CBD. The trial operated for six days (every Wednesday) throughout October and November 2022. The Wednesday Challenge ferry trial was not intended as an ongoing commuter service, the vessels were not suitable for continuous commuter use, fares were high (~\$35-40) and not subsidised by BOPRC.

2.2.3 Priority 1 Ferry Feasibility Study 2020

A Priority 1 feasibility study explored four proposed ferry routes in the Tauranga harbour, including a service between Tauranga CBD and the Mount. The main findings of the report include a commuter survey emphasising that the vast majority of Tauranga commuters would be interested in using a ferry service if one was offered.

3. The Hauraki Express proposal

3.1 About Hauraki Express

Hauraki Express Ltd (HE) is a marine operations business established in 2012. The family-owned business operates across the Hauraki Gulf in Westhaven, Auckland. Operations include ferry operation (Island Direct), water taxi, fishing charters and marine bunkering.

HE holds both a Maritime Transport Operating Certificate (MTOC) and an approved Maritime Transport Operator Plan (MTOP), partly operating under Auckland Transports (AT) control.

3.2 The proposal: two-year ferry trial on the Tauranga harbour

Based on discussions over recent weeks, and at Committee levels, staff understand that there is an appetite from elected members from both BOPRC and TCC to consider and investigate the HE proposal further, and now a financial commitment from TCC, as noted. The proposal is understood to consist of the following:

- A two-year ferry trial on the Tauranga harbour connecting Tauranga CBD (the Strand boat ramp) and Mount Maunganui (Sailsbury Wharf) – see Figure 2, below.
- A partnership between HE and both BOPRC and TCC with the following approximate costs (further financial implications at Section 3.3):
 - Operating Expenditure (OPEX): Approximately \$1.4M per annum with costs split evenly between BOPRC and TCC at \$700k per Council per annum for two years.
- Any partnership could include a one-year extension with due consideration of the trial at the two-year mark.
- Two 12m long ferry vessels in operation between the two centres with carrying capacity of 30 passengers and 15 bicycles.
- Ferries designed to load and unload bow-on to boat ramps or alongside floating jetties.
- An estimated travel time of approximately 15 minutes, wharf to wharf.
- Operating for ~330 days per year with two vessels making 20 harbour crossings – 40 trips in total – per day.
- A proposed fare charges will be agreed subsequent to this meeting and will cover both a fare for passengers and or passengers with a bicycle.

- Utilise existing shore-based infrastructure where possible with investigations required to understand what 'minimal' infrastructure works or resource consenting would be required.

HE considers that the proposal would assist in:

- Providing a fast, efficient, and safe link between the two main commercial centres in greater Tauranga.
- Reliable, consistent travel times are often more valuable than absolute travel times i.e., each travel experience between the CBD and Mount Maunganui can be different at various points in time when using the road network. Reliability would be tested as part of the trial.
- Reducing road traffic and congestion in the highly loaded roading network around the approaches to the harbour bridge.
- Supporting mode shift behaviours away from private vehicle.
- Connecting the community with the Tauranga Harbour by providing an on-water experience.
- Enhancing the current tourism offering by increasing connectivity between the Tauranga CBD and Mount Maunganui.

Both TCC and BOPRC would need to undertake further work to corroborate the above points. However, it is noted, when other ferry proposals have been considered – ferry services have not illustrated good value for money when tested against public transport outcomes. The trial would support further understanding perceived benefits and value for money propositions.

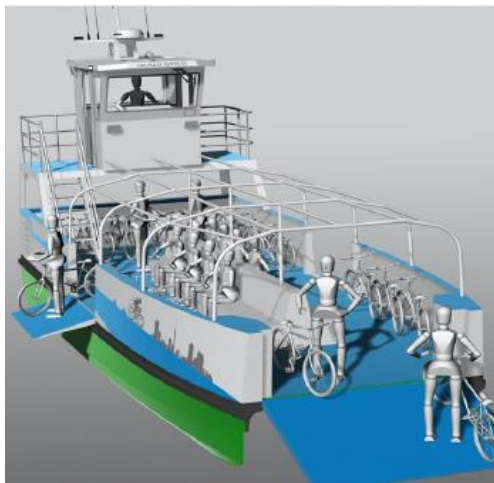


Figure 1: Artist impression of the proposed ferry.

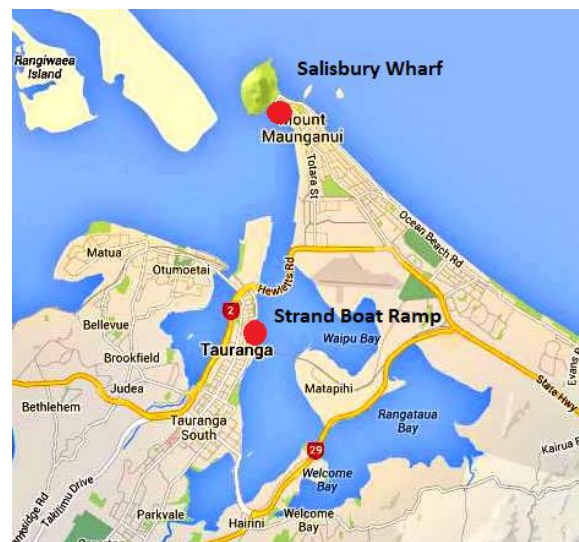


Figure 2: Location of two wharves serviced – approximately 5km's between the two points.

3.3 Financial implications

Staff understand that Waka Kotahi New Zealand Transport Association (NZTA) will not financially support the proposal. Therefore, the partnership at this stage would be one between BOPRC, TCC and HE only. As noted, capital and operational costs are considered to be approximated as follows:

- OPEX: Approximately \$1.4M over 2 years with costs split evenly between BOPRC and TCC at \$700k per Council per annum for two years.

3.4 Roles and responsibilities

The roles and responsibilities are proposed to be split, as outlined in Table 2 below.

Table 1: Proposed roles & responsibilities

Hauraki Express	TCC	BOPRC
<ul style="list-style-type: none"> Include the ferries in its MTO (Maritime Transport Operator Plan) and be fully compliant under maritime rules. Employ crew and operate the ferries. 	<ul style="list-style-type: none"> Would fund a half share of opex (700k p/a) Any revenue resulting from the trial would be used to offset both TCC and BOPRCs opex contributions. Make existing infrastructure (boat ramps etc) freely available. 	<ul style="list-style-type: none"> Would fund a half share of opex (700k p/a) Any revenue resulting from the trial would be used to offset both TCC and BOPRCs opex contributions. Integrate the ferry service into their public transport network including fare collection using the current BeeCard system and later the national ticketing system (NTS).
It is expected that Hauraki Express and both Councils would jointly market the ferry service.		

4. Options Assessment

Based on the HE proposal outlines above; this paper puts forward two options for the Committee's consideration:

1. **Option 1:** Do nothing
2. **Option 2:** Endorse the proposal; and
 - a. Request staff of both Tauranga City Council and Bay of Plenty Regional Council progress a Tauranga harbour ferry trial; and
 - b. Request that staff from Bay of Plenty Regional Council take a report to its Public Transport Committee (12 June 2024) seeking endorsement of Option 2 if the Joint Public Transport Committee supports Option 2.

The below table summarises the main differences between these two options from a benefits, risks and customer impact point of view.

	Option 1: Do nothing	Option 2: Support of a ferry trial on the Tauranga harbour
Benefits	<ul style="list-style-type: none"> The focus and funding for both Councils remain on maximising our current and future public transport network across Tauranga city, without adding a new service offering to the mix. 	<ul style="list-style-type: none"> A ferry trial will allow the two Councils to understand and test the demand for ferry travel. This will ascertain the viability of a service and any future ferry offerings in the Tauranga harbour. The trial will provide insight into customer demand for travel, their requirements, reason for travel and willingness to pay. It also enables access to a different market segment i.e., cycle to ferry journeys. Operationally it will allow staff from both organisations to test the unique offering of a bike capable ferry, the type of portside facilities associated parking demand and requirements.

		<ul style="list-style-type: none"> From a partnership perspective it will enable TCC to reduce the potential impact on cyclists of construction on Totara St and Hewletts Road which is a potential safety hazard on an already congested corridor. Whilst an indirect benefit, it may reinforce the connection between the activity at the Mount and the CBD activity particularly when the CBD developments come online. Longer term, there is also an opportunity to electrify the ferries and partner with an energy supplier, similar to BOPRCs on-demand bus service. Tourism benefits for Tauranga as a city, as well as the wider Bay of Plenty.
Risks	<ul style="list-style-type: none"> Missed opportunity to do something new and different to encourage mode shift and provide an array of travel options to the public. Reputational risks for both Councils if seen to hinder an increasingly popular proposal. 	<ul style="list-style-type: none"> Public disapproval of the use of ratepayer money to fund a new PT service offering in Tauranga when fixed route urban PPT bus services struggle to maximise utilisation. Risks to Councils if contract with HE not appropriately drafted. Operational risk should sit with HE, including health & safety, insurance and any accidents or injuries while on the service.
Customer impact	<ul style="list-style-type: none"> No impact from current situation. 	<ul style="list-style-type: none"> Customers would have an additional service offering.

5. Considerations

5.1 Strategic/Statutory Context

The ferry proposal provides an opportunity to improve accessibility and support commuter, recreational and tourism trips by providing greater travel choice between Mount Maunganui and Tauranga City Centre.

There is some high-level alignment with the proposal across both TCC and BOPRC policy documents. However, increasing funding support for public transport-based infrastructure or increased levels of service for the city's fixed bus routes is highly likely to have better value proposition for overall PT outcomes.

6. Timeframes & Next Steps

HE has indicated an approximate 12-month lead in time would be required for procuring and operationalising two ferries.

TCC funding allocations have been confirmed. BOPRC would need to do the same and will need consideration from PTC (12 June 2024) initially. The proposal would then need Regional Council endorsement to enable a funding commitment and pathway.

Additional work would be required to determine any significant pitfalls associated with deliverability, costs for all partners, and a risk and mitigation assessment.

At this early stage, if political will remains, funding allocations from BOPRC follows, and HE is amenable to delivering services under terms agreed with the two partnering Councils, ferries could conceivably be in operation by late 2025.

9.3 Recommended Tauranga Public Transport Joint Committee Structure and Functions

File Number: A16008376

Author: Caroline Irvin, Governance Advisor

Authoriser: Nic Johansson, Head of Transport

PURPOSE OF THE REPORT

The purpose of this report is to provide the Tauranga Public Transport Joint Committee with recommend changes to its structure, functions and terms of reference, and associated amendments to the terms of reference for the Public Transport Committee.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Recommended Tauranga Public Transport Joint Committee Structure and Functions".
- (b) Endorses the attached Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee, including any amendments arising from discussion of the report.
- (c) Recommends the revised Terms of Reference to the Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council.
- d) Recommends minor consequential amendments to the Public Transport Committee's Terms of Reference to clarify reporting.
- (d) Recommends that the revised Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee are adopted on an appropriate date following the 2024 Tauranga City Council election.

ATTACHMENTS

1. Recommended Tauranga Public Transport Joint Committee Structure and Functions - A16008683 [!\[\]\(69baca079ef3ab6f03d58fd7e9f950f1_img.jpg\)](#) 
2. Recommended TPTJC Structure and Functions - Attachments 1 & 2 - A16008675 [!\[\]\(957138edf7d2615e14984f6bdb665b72_img.jpg\)](#) 
3. Recommended TPTJC Structure and Functions - Attachments 3 & 4 - A16008610 [!\[\]\(769552e38296ac66de798213d838f215_img.jpg\)](#) 



Report To:	Tauranga Public Transport Joint Committee
Meeting Date:	4 June 2024
Report Writer:	Bron Healey (BOPRC, Principal Advisor, Transport)
Report Authoriser:	Mike Seabourne (BOPRC, Public Transport Director)
Purpose:	To recommend changes to the structure, functions and terms of reference for the Tauranga Public Transport Joint Committee, and associated amendments to the terms of reference for the Public Transport Committee.

Recommended Tauranga Public Transport Joint Committee structure and functions

Executive Summary

This report recommends changes to the structure, functions and terms of reference for the Tauranga Public Transport Joint Committee, and associated amendments to the terms of reference for the Public Transport Committee.

This is the first step in a broader process to consider potential longer term options for the governance and delivery of transport outcomes in the wider Tauranga/Western Bay of Plenty subregion.

The recommendations are based on the discussion at a Joint Committee workshop on 'public transport future options' held on the 1 May 2024. This in turn considered the outputs of an initial staff level review involving BOPRC and TCC staff, and facilitated by an external consultant.

The report considers three potential short-term governance options for the Joint Committee:

- Option 1: Status quo
- Option 2: Expanded coverage and membership
- Option 3: Expanded coverage, membership and scope

Option 3 is the recommended option. This option provides a governance platform for more holistic, system-wide thinking in the subregion. It will also enable further conversations to be had on longer-term options and more fundamental changes to future transport planning and delivery in the subregion.

Recommended revisions to the Joint Committee Terms of Reference are attached to the report. Minor amendments to the Public Transport Committee's Terms of Reference are recommended following a review of the Terms of Reference of related Committees.

1. Recommendations

That the Tauranga Public Transport Joint Committee:

- a) **Receives the report 'Recommended Tauranga Public Transport Joint Committee structure and functions'.**
- b) **Endorses the attached Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee, including any amendments arising from discussion of the report.**
- c) **Recommends the revised Terms of Reference to the New Zealand Transport Agency, Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council.**
- d) **Recommends minor consequential amendments to the Public Transport Committee's Terms of Reference to clarify reporting.**
- e) **Recommends that the revised Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee are adopted on an appropriate date following the 2024 Tauranga City Council election.**

2. Introduction

This report seeks a recommendation to partner organisations from the Tauranga Public Transport Joint Committee (TPTJC) on the future structure and functions of the Committee. This represents a necessary first step in a broader process to consider potential longer term options for the governance and delivery of wider transport outcomes in the Tauranga/Western Bay of Plenty subregion.

3. Background

Public transport future options workshop – 1 May 2024

At a workshop on 1 May 2024, the Tauranga Public Transport Joint Committee (TPTJC) discussed potential future public transport governance and delivery options for Tauranga.

This workshop was centred around the outputs of an initial review and workshoping exercise involving staff from TCC and BOPRC, and facilitated by an external consultant (Edward Guy, Rationale).

The stated purpose of the review was to:

- Review current state and identify key problems affecting public transport institutional arrangements in the Bay of Plenty region.
- Identify future state options to provide improved outcomes aligned with investment objectives.
- Provide a platform to engage with other key stakeholders on potential future pathways.

Outputs from the initial review presented at the TPTJC workshop included:

- An assessment of the current state, and the identification of key issues for public transport planning, infrastructure, service delivery and funding.
- A draft Investment Logic Map (ILM) identifying three key problems and the benefits of resolving them (Attachment 1). The ILM problems were centred on themes of :
 - Governance
 - Aligned and integrated planning
 - Public confidence in public transport
- A series of possible future governance and delivery options from 'least ambitious' to 'most ambitious' (Attachment 2). These options spanned the dimensions of:

- Scope (what) – what scope options should be included i.e. the key activities/functions to be delivered?
- Models (how) – what model options are available to deliver the change i.e. governance and broader organisational models?
- Participants (who) – which players are best placed to participate and how?
- The options were underpinned by a technical multi-criteria analysis (MCA) that assessed a long list of options against objectives derived from the ILM and a number of ‘critical success factors’.
- In terms of governance models, options that ‘consolidated/simplified PT governance’ and/or ‘integrated PT and transport governance’ scored the highest in the MCA.

Workshop results and next steps

Results from the workshop included:

- Adding further scope options centred around ‘place’ and ‘city-making’, including a ‘transport spatial plan’ linked to the Urban Form and Transport Initiative (UFTI).
- Support for taking a staged approach towards a potential longer-term preferred option i.e. co-location of functions and activities.

However, the immediate task was to begin the process of adopting a more streamlined/consolidated transport/public transport governance structure, commencing with a recommendation to assist the incoming TCC Council when forming their new committees. This was to include an amended draft Terms of Reference for the TPTJC.

The recommended changes were also to be communicated more widely with BOPRC elected members, and partners in the wider subregion, in particular, WBOPDC, NZTA and Tauranga Tangata Whenua.

4. Discussion

Given the current membership and terms of reference for the TPTJC, the discussion was very much focused on the relationship and respective functions of Bay of Plenty Regional Council (BOPRC) and Tauranga City Council (TCC) in the public transport space.

However, as noted in the actions arising from the discussion there was recognition that public transport doesn’t operate in isolation from the wider transport system, and that broader considerations such as urban development and land use needed to be factored into decision making.

Consequently, the general intent for the future structure and functions of the TPTJC arising from the workshop discussion has been interpreted as:

- Consider expanding Committee membership to include the four agencies with statutory roles in the delivery of transport/public transport in the wider Tauranga/Western Bay of Plenty subregion.
- Consider broadening the scope of matters to be considered to include the whole transport system and relevant urban development and land use matters.
- Consider the implications for related committees in the region/subregion.

5. Option analysis

On the basis of the preceding discussion, there appears to be three potential short term options for the TPTJC:

- **Option 1: Status quo** – retain the TPTJC in its current form.

- **Option 2: Expanded coverage and membership** – retain focus on public transport but expand coverage to include the entire Western Bay of Plenty subregion, and membership to include Western Bay of Plenty District Council.
- **Option 3: Expanded coverage, membership and scope** – Option 2 + expanded scope to include broader consideration of transport and land use.

The following table summarises the three options and their relative advantages and disadvantages:

Option	Advantages	Disadvantages
1 Status quo	<p>Current scope is known; no re-interpretation is required</p> <p>Maintains focus on PT outcomes within the main area of concern (Tauranga city)</p> <p>No additional resourcing requirements</p>	<p>Doesn't provide a structure for addressing the 'Governance' key problem identified in the PT Options Review</p> <p>Doesn't provide a structure for addressing the 'Aligned and integrated planning' problem identified in the PT Options Review</p>
2 Expanded coverage and membership	<p>Aligns with SmartGrowth, UFTI and TSP boundaries</p> <p>Recognises the inter-connectedness of the wider subregion</p> <p>Recognises that transport system planning issues don't stop at the TCC boundary</p>	<p>Doesn't provide a structure for addressing the 'Aligned and integrated planning' problem identified in the PT Options Review</p> <p>Additional resourcing requirements for WBOPDC</p>
3 Expanded coverage, membership and scope	<p>Provides a governance platform for addressing all three key problems identified in the PT Options Review</p> <p>Enables a more holistic, system-wide view to be formed</p> <p>Strengthens the remit of the Joint Committee without impacting the role of other existing Committees</p>	<p>Risk of more 'churn' as the Committee considers issues that overlap with the functions of other governance entities</p> <p>Additional resourcing requirements for WBOPDC</p>

6. Recommended option

On balance, **Option 3: Expanded coverage, membership and scope** is the recommended option. This option provides a governance platform for more holistic, system-wide thinking in the subregion. It will also enable further conversations to be had on longer-term options and more fundamental changes to future transport planning and delivery in the subregion. Proposed wording for revised Joint Committee Terms of Reference is included in Attachment 3.

The current Terms of Reference for the Public Transport Committee, Regional Transport Committee and SmartGrowth Leadership Group were reviewed in light of the proposed changes to the Joint Committee Terms of Reference.

The review found that little evidence of potential overlaps in the roles of the respective Committees. However, minor amendments to the Public Transport Committee's Terms of Reference are recommended to

clarify its role in relation to the Tauranga/Western Bay of Plenty Integrated Public Transport Work Programme and to correct/update terminology (Attachment 4).

7. Considerations

7.1 Strategic/Statutory Context

Local Government Act

The Local Government Act 2002 (LGA) sets out the governance requirements for local authorities and the delegation of powers and responsibilities to sub-ordinate decision-making bodies.

To ensure efficient and effective decision-making, Councils make use of committees and subcommittees. These committees and subcommittees have specific delegated authorities, duties and powers and these are clearly stated in each of the Terms of Reference.

Each is empowered to make the decisions within its role identified in its Terms of Reference without needing to go back to Council. Where a matter is beyond its Terms of Reference, committees and subcommittees make recommendations to their parent bodies.

Land Transport Act

The Land Transport Act 1998 sets out the specific powers and functions of road controlling authorities.

Land Transport Management Act

Regional councils are responsible for funding and contracting public transport services under Part 5 of the Land Transport Management Act 2003 (LTMA).

The LTMA requires a regional council to adopt a Regional Public Transport Plan (RPTP) if it intends to enter into contracts for the supply of public transport services.

The LTMA also requires every regional council to establish a regional transport committee for its region. The functions of regional transport committees include preparing a Regional Land Transport Plan (RLTP), or any variation to the plan, for the approval of the relevant regional council.

8. Next Steps

Providing the Joint Committee endorses the revised Terms of Reference, the next steps will be to:

- Recommend the revised Terms of Reference for the Tauranga/Western Bay of Plenty Joint Transport Committee to the New Zealand Transport Agency, Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council.
- Providing there is agreement amongst the respective partners, recommend that the revised Terms of Reference are adopted on an appropriate date following the 2024 Tauranga City Council election.
- Once adopted by the respective Councils, communicate the revised Terms of Reference to key stakeholders.

Attachments

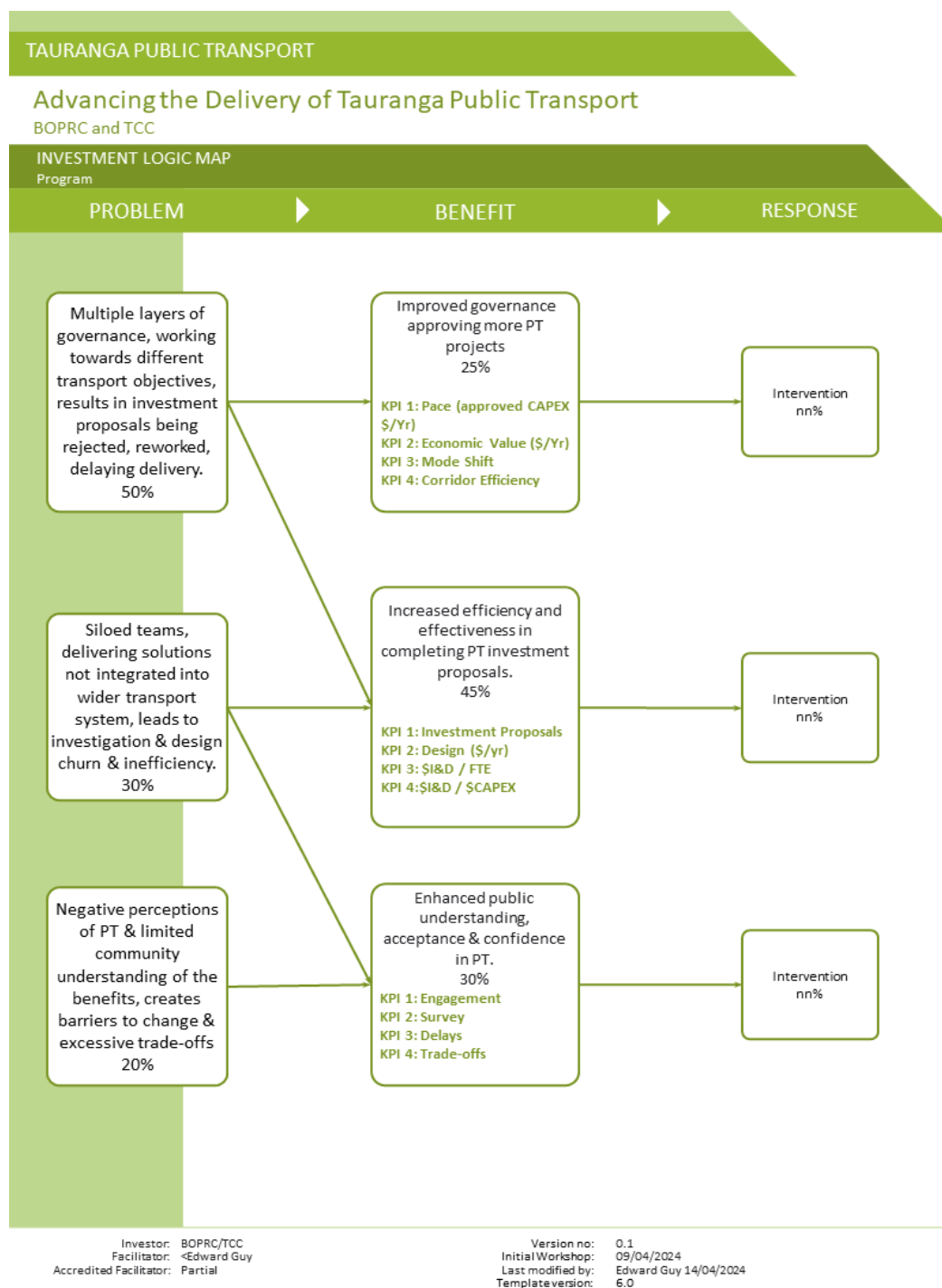
Attachment 1 – Draft ILM ‘Advancing the Delivery of Tauranga Public Transport’

Attachment 2 – Possible options for consideration

Attachment 3 – DRAFT Tauranga/Western Bay of Plenty Transport Joint Committee Terms of Reference

Attachment 4 – DRAFT Public Transport Committee Terms of

Attachment 1 – Draft ILM ‘Advancing the Delivery of Tauranga Public Transport’



INFOCOUNCIL ID:

1

Attachment 2 – Possible options for consideration

Least
AmbitiousMost
Ambitious

Option 1	Option 2	Option 3	Option 4a	Option 4b	Option 5a	Option 5b	Option 6a	Option 6b	Option 7	Option 8	Option 9
Status Quo	Simplified Governance	Enhanced Governance	Joint TCC / BOPRC working team	Joint TCC / BOPRC working team	Co-located Integrated PT business unit	Co-located Integrated PT business unit	Delegated authority to integrated transport team at TCC	Delegated authority to integrated transport team at BOPRC	PT CCO	Transport CCO	NZTA led
	Consolidate PT governance	Consolidate and integrate PT governance with broader transport governance	PT planning and business cases - Joint BOPRC / TCC standing team (as Alliance or JV) focussed on PT planning & business cases - Increased formality in accountabilities- ie through MOU	PT planning, business cases + network planning As for Option 4a + network planning	PT planning, business cases + network planning - Co located business unit under one roof - built from parent organisations led by BOPRC - focussed on PT planning, business cases & network planning	PT planning, business cases + network planning + operations As for Option 5a + operations	PT + transport - across full lifecycle (planning, infrastructure delivery, operations) - Single Transport-wide team at TCC	PT + transport - across full lifecycle (planning, infrastructure delivery, operations) - Single Transport-wide team at BOPRC	Separate entity established to manage PT across region, encompasses all PT activities	Separate entity established to manage transport across region, encompasses all transport and PT	-NZTA takes on responsibility for all PT activities

Attachment 3 – DRAFT Tauranga/~~Western Bay of Plenty Public~~ Transport Joint Committee Terms of Reference

Membership

Chairperson	Alternating <u>between BOPRC and TCC</u>
Deputy Chairperson	Alternating <u>between BOPRC and TCC</u>
Members Bay of Plenty Regional Council <u>(BOPRC) x 2</u> Tauranga City Council <u>(TCC) x 2</u> <u>Western Bay of Plenty District Council x 2</u>	Cr Andrew von Dadelszen Cr Paula Thompson Commission Chair Anne Tolley Commissioner Stephen Selwood <u>TBC</u>
External Member (non-voting) Waka Kotahi NZ Transport Agency	Jessica Andrew TBC - Alternate
Quorum	Three <u>two</u> members, consisting of half the number of <u>voting</u> 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 TCC and BOPRC ~~the two partner councils~~ on an annual basis.

Purpose

Provide strategic and operational advice and direction for an integrated ~~public~~ transport system for the Tauranga/Western Bay of Plenty subregion ~~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 ~~and Western Bay of Plenty District Council~~ that reports to their respective councils.

The area covered by the Joint Committee extends to the Tauranga/~~Western Bay of Plenty subregion City Council~~ boundaries.

The primary role of the Joint Committee is to provide strategic and operational advice and direction back to the respective Councils in order to achieve integrated transport and land use outcomes.

Matters within the scope of the Joint Committee includes, but are not limited to:

- Enabling integrated transport system thinking and decision making for the Tauranga/Western Bay of Plenty subregion.
- Ensuring transport decision making in the Tauranga/Western Bay of Plenty subregion delivers on the transport and land use outcomes set out in the Urban Form and Transport Initiative (UFTI) Programme Business Case and Tauranga Transport System Plan (TSP).
- Enabling integrated decision making for Public Transport in the Tauranga/Western Bay of Plenty subregion-City.
- Providing advice and guidance on Tauranga/Western Bay of Plenty-specific content of the Regional Land Transport Plan (RLTP), for consideration by the Regional Transport Committee.
- ~~Preparing and reviewing a Tauranga/Western Bay of Plenty -City~~ Integrated Public Transport Work Programme.
- The Public Transport Work Programme to include:
 - Projects and business cases as outlined in Annex 1 (and prioritised accordingly).
 - Providing advice and guidance on Tauranga/~~Western Bay of Plenty~~-specific content of the Regional Public Transport Plan (RPTP), for consideration by the Regional Public Transport Committee.
 - RPTP policy implementation in relation to the Tauranga/~~Western Bay of Plenty subregion-City Council area~~.
 - Tauranga/~~Western Bay of Plenty-city~~ parking strategy and implementation.
 - Travel behaviour management programmes ~~(including The Wednesday Challenge)~~.
- Funding and financing (includes updates on Tauranga/~~Western Bay of Plenty~~ road pricing, bus fares, parking charges and third party funding).
- Monitor and review the implementation of the Public Transport Work Programme.
- Receive reporting on the performance of the Tauranga/Western Bay of Plenty transport system, including public transport services and strategic infrastructure delivery, and making recommendations for improvement.

- Provide quarterly implementation updates on the Public Transport Work Programme to the Public Transport Committee.

For the avoidance of doubt, the Joint Committee's role does not include:

- transport matters considered to be of a routine nature related to the statutory functions of the respective Councils and not of collective interest.
- ~~adopting, varying or renewing the~~ Regional Land Transport Plan or Regional Public Transport Plan, which ~~are~~ is a functions 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 any ~~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 all ~~both~~ councils.

Power to Recommend

The Joint Committee has a recommendatory power in relation to:

- ~~Tauranga/Western Bay of Plenty City~~ public transport matters to be considered as part of the Regional Public Transport Plan (RPTP) process; ~~and~~
- Tauranga/Western Bay of Plenty land transport matters to be considered as part of the Regional Land Transport Plan (RLTP) process.

Attachment 4 – DRAFT Public Transport Committee Terms of Reference**Membership**

Chairperson	Cr Andrew von Dadelszen
Deputy Chairperson	Cr Lyall Thurston
Members	Cr Malcolm Campbell Cr Jane Nees Cr Ken Shirley Cr Paula Thompson
External Members Two Tauranga City Council representatives One representative each: <ul style="list-style-type: none"> • Rotorua Lakes Council • Western Bay of Plenty District Council • Whakatāne District Council All of whom are voting members. One Waka Kotahi NZTA non-voting representative	Commissioner Stephen Selwood Commissioner Bill Wasley Cr Conan O'Brien <i>Mayor Tania Tapsell (Alternate)</i> Mayor James Denyer <i>Deputy Mayor John Scrimgeour (Alternate)</i> Cr Andrew Iles <i>Cr Gavin Dennis (Alternate)</i> Susan Collins Sarah Roberts (Alternate)
Ex Officio	Chairman Doug Leeder
Quorum	Six members, consisting of more than half the number of voting members of which four must be BOPRC members.
Meeting frequency	Quarterly

Purpose

Set the strategic and operational direction for approved Regional Council Public Transport Policy and Strategy, and monitor how it is implemented.

Role

- Prepare ~~and~~ review and implement the Bay of Plenty Regional Public Transport Plan.
- Implement, monitor and review operational public transport policy and plans.
- Receive regular updates on implementation of, ~~monitor and review~~ the Tauranga/Western Bay of Plenty Integrated Public Transport Work Programme Implementation Plan.
- Advocate for public transport with the New Zealand Transport ~~Agency~~ sociation (NZTA), territorial authorities and Central Government.
- Set and monitor targets for public transport in the region.
- Receive reporting on the performance of the Passenger Transport Activity.
- In coordination with the work programme of the Regional Transport Committee, guide and review the public transport components of the Regional Land Transport Plan (RLTP) and make recommendations to Regional Transport Committee for incorporation into the RLTP.

Power to Act

To make all decisions necessary to fulfil the role and scope of the committee subject to the limitations imposed.

Power to Recommend

To Council and/or any standing committee as it deems appropriate.

The Public Transport Committee reports to the Regional Council.

10 DISCUSSION OF LATE ITEMS

11 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
11.1 - Tauranga Public Transport Joint Committee Public Excluded Workshop Notes 1 May 2024	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
11.2 - Tauranga Public Transport Joint Committee - Bus Layover Site Location in the Tauranga Central Business District	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)(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
Confidential Attachment 2 - 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report	s7(2)(c)(ii) - 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 otherwise to damage the public interest s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	s48(1)(a) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 6 or section 7
Confidential Attachment 3 - 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report	s7(2)(c)(ii) - 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 otherwise to damage the public interest	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

	s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities	
Confidential Attachment 4 - 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report	<p>s7(2)(c)(ii) - 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 otherwise to damage the public interest</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</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
Confidential Attachment 5 - 9.2 - Tauranga Public Transport Joint Committee - Ferry Proposal Report	<p>s7(2)(c)(ii) - 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 otherwise to damage the public interest</p> <p>s7(2)(h) - The withholding of the information is necessary to enable Council to carry out, without prejudice or disadvantage, commercial activities</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

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