



AGENDA

Tauranga Public Transport Joint Committee meeting Wednesday, 11 September 2024

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

Date: Wednesday, 11 September 2024

Time: 12pm

**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	TBD
Deputy chairperson	Cr Andrew von Dadelszen
Members	
Bay of Plenty Regional Council	Cr Paula Thompson Cr Andrew von Dadelszen
Tauranga City Council	Cr Glen Crowther Cr Rick Curach Cr Rod Taylor (<i>Alternate</i>)
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 to make an objective and balanced decision.

Power to Act

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

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

Any variation to the Joint Committee's terms of reference are by formal agreement by both councils.

Power to Recommend

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

Adopted by Tauranga City Council – 8 February 2022

Adopted by Bay of Plenty Regional Council – 17 February 2022

Annex 1: Projects and Business Cases

Priority Projects

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

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

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

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

Business Cases

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

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

Operations

Matters could include:

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

Order of Business

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

8 BUSINESS

8.1 Public Transport Overview: Tauranga & WBOP

File Number: A16534153

Author: Aimee Aranas, Governance Advisor

Authoriser: Anahera Dinsdale, Acting Team Leader: Governance Services

PURPOSE OF THE REPORT

1. The purpose of this presentation is to provide Tauranga Public Transport Joint Committee members with a Bay of Plenty Regional Council overview of transport in the region, with the intention of improving awareness and understanding of the work it does.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Public Transport Overview: Tauranga & WBOP".
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ATTACHMENTS

Nil

8.2 Project Update

File Number: A16617473

Author: Colm Hartigan, Principal Transport Planner

Authoriser: Tom McEntyre, Team Leader: Transport Development

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Project Update".

ATTACHMENTS

1. TCC and BOPRC Update Report v1 11 Sep 2024 - A16617420 [↓](#) 
2. Projects update_ Joint PT Committee Appendix A - TCC and BOPRC - 11 September 24 - A16617419 [↓](#) 



Report To:	Joint PT Committee
Meeting Date:	11 September 2024
Report Writer:	Matthew Kilpatrick (BOPRC, Senior Transport Planner) and Colm Hartigan (TCC, Principal Transport Planner)
Report Authoriser:	Andrew Williams (BOPRC, 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 are important to progressing public transport aligned to the direction provided by the Urban Form and Transport Initiative and the Western Bay of Plenty Transport System Plan. Whilst this report is organised in sections about projects led by Tauranga City Council and Bay of Plenty Regional Council respectively, there is a lot of inter-dependency and collaboration including with the New Zealand Transport Agency.

Recommendations

That :

1. **Receives the report, .**

1. Tauranga City Council Projects

Noteworthy Tauranga City Council (TCC) led project updates are summarised here, with detail included at Attachment 1.

- (a) **Bus Facilities – City Centre:** After consultation with stakeholders, developers, and advocacy groups, TCC has confirmed the closure of Durham Street Temporary Bus facility and the construction of the permanent site on Durham Street South. The latter location is supported by BORPC. The detailed design is underway, and construction is scheduled for end of 2024 or early 2025 to minimise construction impact to surrounding properties.
- (b) The timeframes for implementation of the other approved city centre bus facility locations on Hamilton Street, Harrington Street, Willow Street, and Dive Crescent are expected to occur FY28 alongside the

future PT refresh. These are dependent on other city centre development and the PTS&I business case outcomes.

- (c) **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.
- (d) The SSBC was approved by Council on 26 August to submit to NZTA for endorsement and funding decision which is expected end of October. BOPRC are comfortable with allowing off-peak time use of the Hairini bus lanes. Early Pre-Implementation works are on-going and include Procurement Strategy, Consenting Strategy, Constructability Review.
- (e) **Cameron Road Stage 2:** The business case was not approved by NZTA at the June 2024 Value, Outcome, and Standards Committee (NZTA VOS Committee) meeting. It is currently being reworked by the project team to align more with the new GPS and attain a BCR >1.0.
- (f) A draft of the reviewed BC is set to be completed by Christmas 2024; it will then be presented to TCC Council for approval in Feb 25 and issued back to NZTA for approval in March 2025. This will account for approximately 6–8-month delay in the DBC programme.
- (g) **Connecting Mount Maunganui (NZTA led):** Following feedback from the NZTA VOS Committee on the previous draft Indicative Business Case (IBC), a complete review of the options and an incremental assessment of interventions including additional modelling was undertaken.
- (h) This assessment has identified an alternative ‘emerging preferred’ option aligned to the updated GPS that includes the grade separation at the Hewletts/Totara intersection, 4-Laning sections of Totara St, and new local road and cycleway connections, but excludes some previously proposed interventions.
- (i) The cost estimate of this option (circa \$290m) is significantly less than the previously recommended option (circa \$500m). A parallel study has also been completed investigating the conversion of Hewletts Road Bus Lanes into T2 or T3 Managed Lanes and identified some network benefits.
- (j) A recommended programme of interventions for the updated IBC is likely to be the ‘emerging preferred’ option plus the proposed Hewletts Road managed lanes. Indicative staging has been proposed to ensure that the community can use public transport during any construction.
- (k) **Accessible Streets Programme:** The programme for both Areas A and B is deferred in the 2024 – 2034 Long Term Plan until 2034. No further work is anticipated except for some low-cost low risk projects where applicable.
- (l) **Arataki PT Facility:** Construction of the bus facility commenced in August 2024 and is ongoing with expected completion in November 2024.
- (m) **Te Tumu Urban Growth Area/Wairakei & PT:** Whilst Te Okuroa Drive extension is currently in detailed design phase, and The Sands Ave and The Boulevard are being progressed by Bluehaven Group under the CDC and DA. On a staged programme construction is likely to be completed by end of 2026.
- (n) Te Tumu & Wairakei transport corridors SSBC was approved by both BOPRC and TCC. This has been reviewed by the NZTA VOS Committee and is awaiting a confirmed date to be put to the NZTA board. There is a significant backlog of items for the October board, so we have not yet received a confirmed date.
- (o) **Keenan Road Urban Growth Area & PT:** The first phase, the Indicative Business Case (IBC) is expected to be completed by end 2024. Further discussion will need to be held about the next stages.
- (p) **Papamoa East Interchange:** PEI construction has commenced and is due for completion mid-2026.
- (q) **Tauriko Urban Growth Area Enabling Works (NZTA led):** The delivery programme indicates completion of the Redwood / Kaweroa Drive roundabout and connections in late 2025 / early 2026, completion of the new Tauriko West northern access (enabling access for land development) by early 2026, and overall completion of the transportation construction project by mid-2027.
- (r) **Takitimu Northern Link (NZTA led):** The construction of the Takitimu North Link (TNL) by NZTA is 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 pending the VOS committee decision on funding availability (end of Sept24).

8.3 Tauranga Transport Committee Structure and Function

File Number: A16534743

Author: Shawn Geard, City Centre Infrastructure Lead
Mike Seabourne, Head of Transport

Authoriser: Nic Johansson, General Manager: Infrastructure

PURPOSE OF THE REPORT

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

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) For the duration of this item the committee suspend standing orders with the purpose to treat this item as a workshop:
 - 21.4 Members may speak only once to a motion,
 - 21.5 Limits on numbers of speakers,
 - 21.7 Speaking only to relevant matters.And;
- (b) Receives the report "Tauranga Transport Committee Structure and Function",
- (c) This committee recommends to Bay of Plenty Regional Council and Tauranga City Council that the revised terms of reference,
- (d) That Western Bay of Plenty District Council be invited to join the new committee.
- (e) Or; That staff further develop committee terms of reference for the following committee meeting.

EXECUTIVE SUMMARY

2. There is an opportunity to provide integrated governance to Tauranga's transport network, it is envisioned that this broader governance viewpoint will streamline outcomes that focus on how best to achieve a productive network that provides for road user options.
3. This enhanced governance would benefit from encompassing the Western Bay of Plenty subregion.
4. At previous committees on 1 May 2024 and 4 June 2024, the Tauranga Public Transport Joint Committee (TPTJC) discussed potential future public transport governance and delivery options for Tauranga.

ATTACHMENTS

1. **DRAFT Tauranga/ Western Bay of Plenty Transport Joint Committee Terms of Reference - A16628797** [↓](#) 

8.4 Appointment of Chairperson to the Tauranga Public Transport Joint Committee

File Number: A16534242

Author: Coral Hair, **Manager:** Democracy and Governance Services

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

PURPOSE OF THE REPORT

1. The purpose of the report is to appoint the Chairperson of the Tauranga Public Transport Joint Committee.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Appointment of Chairperson to the Tauranga Public Transport Joint Committee".
- (b) Determines to use System B to appoint the Chairperson of the Tauranga Public Transport Joint Committee.
- (c) Appoints Cr (insert name) as the Chairperson of the Tauranga Public Transport Joint Committee representing Tauranga City Council for the remainder of 2024.
- (d) Notes that Cr Andrew von Dadelszen is the Deputy Chairperson of the Tauranga Public Transport Joint Committee representing the Bay of Plenty Regional Council in 2024.
- (e) Notes that in the current terms of reference the Chairperson and Deputy Chairperson of the Tauranga Public Transport Joint Committee is rotated annually between the two partner councils.

EXECUTIVE SUMMARY

2. The Tauranga Public Transport Joint Committee (TPTJC) is required to appoint a Chairperson representing the Tauranga City Council (TCC) for the remainder of 2024.
3. The Chairperson and Deputy Chairperson positions are rotated annually between the two partner councils.
4. A process for the appointment of a chairperson of a committee is set out under the Local Government Act 2002.

BACKGROUND

5. The TCC at its meeting on 15 August 2024 appointed Cr Glen Crowther, Cr Rick Curach and as an alternate member Cr Rod Taylor to the TPTJC.
6. The terms of reference for the TPTJC states that the appointment of the Chair and Deputy Chair and associated administrative support is to be rotated between the two partner councils on an annual basis. In 2024 it is the turn of TCC to Chair the Committee and provide administrative support.
7. The appointment of a chairperson on behalf of TCC was not resolved on 15 August 2024 as Cr Andrew von Dadelszen was incorrectly identified as the Chairperson, and the Deputy Chair was be appointed by the TPTJC. Cr Andrew von Dadelszen from the Bay of Plenty Regional Council is the Deputy Chairperson and will take over as Chair in 2025. The Deputy Chairperson will chair the meeting until the Chairperson is appointed.

8. The process for the appointment of the chairperson of a committee is set out in Clause 25 of Schedule 7 of the Local Government Act 2002 (LGA) (set out below) where the Mayor has not exercised this power under Section 41A of the LGA.

STATUTORY CONTEXT

9. Clause 25 of Schedule 7 of the Local Government Act 2002 sets out the voting systems for certain appointments.

25 Voting systems for certain appointments

- (1) This clause applies to—
- the election or appointment of the chairperson and deputy chairperson of a regional council; and
 - the election or appointment of the deputy mayor; and
 - the election or appointment of the chairperson and deputy chairperson of a committee; and
 - the election or appointment of a representative of a local authority.
- (2) If this clause applies, a local authority or a committee (if the local authority has so directed) must determine by resolution that a person be elected or appointed by using one of the following systems of voting:
- the voting system in subclause (3) (**system A**);
 - the voting system in subclause (4) (**system B**).
- (3) System A—
- requires that a person is elected or appointed if he or she receives the votes of a majority of the members of the local authority or committee present and voting; and
 - has the following characteristics:
 - there is a first round of voting for all candidates; and
 - if no candidate is successful in that round there is a second round of voting from which the candidate with the fewest votes in the first round is excluded; and
 - if no candidate is successful in the second round there is a third, and if necessary subsequent, round of voting from which, each time, the candidate with the fewest votes in the previous round is excluded; and
 - in any round of voting, if 2 or more candidates tie for the lowest number of votes, the person excluded from the next round is resolved by lot.
- (4) System B—
- requires that a person is elected or appointed if he or she receives more votes than any other candidate; and
 - has the following characteristics:
 - there is only 1 round of voting; and
 - if 2 or more candidates tie for the most votes, the tie is resolved by lot.

STRATEGIC ALIGNMENT

10. This contributes to the promotion or achievement of the following strategic community outcome(s):

	Contributes
We are an inclusive city	<input checked="" type="checkbox"/>
We value, protect and enhance the environment	<input type="checkbox"/>
We are a well-planned city	<input type="checkbox"/>
We can move around our city easily	<input type="checkbox"/>
We are a city that supports business and education	<input type="checkbox"/>

OPTIONS ANALYSIS

11. The Committee has the option to choose System A or System B. It is recommended that System B be chosen as it is a more direct process and has only one round of voting.
12. After the decision to choose either System A or System B, the Deputy Chairperson calls for nominations for the Chairperson. Nominations must be for the Tauranga City Council appointed members appointed to the TPTJC.
13. If more than one candidate is put forward a vote is taken and the person with the most votes is appointed. If there is only one candidate nominated, they are appointed unopposed to the position of Chairperson and takes over chairing the meeting at that point.

FINANCIAL CONSIDERATIONS

14. There are no financial considerations associated with this decision.

LEGAL IMPLICATIONS / RISKS

15. There are no legal implications or risks associated with this decision.

SIGNIFICANCE

16. The Local Government Act 2002 requires an assessment of the significance of matters, issues, proposals and decisions in this report against Council's Significance and Engagement Policy. Council acknowledges that in some instances a matter, issue, proposal or decision may have a high degree of importance to individuals, groups, or agencies affected by the report.
17. In making this assessment, consideration has been given to the likely impact, and likely consequences for:
 - (a) the current and future social, economic, environmental, or cultural well-being of the district or region
 - (b) any persons who are likely to be particularly affected by, or interested in, the decision.
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
18. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the decision is of low significance.

ENGAGEMENT

19. Taking into consideration the above assessment, that the is of significance, officers are of the opinion that .

NEXT STEPS

20. Update the Governance Structure and Terms of Reference for the TPTJC.

ATTACHMENTS

Nil

9 DISCUSSION OF LATE ITEMS

10 CLOSING KARAKIA