



ATTACHMENTS

**Tauranga Public Transport Joint
Committee meeting**

Wednesday, 11 September 2024

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Public Transport Overview: Tauranga & WBOP

Tauranga Joint Public Transport Committee (TJPTC) – 11 September 2024

Oliver Haycock – Director, Public Transport

Andrew Williams – Manager, Transport Planning





Purpose

- To provide an overview of Regional Council's transport role and how we work with TCC
- To provide an overview of transport in the region from the Regional Council perspective
- To help answer any key questions



Agenda

1. Regional Council's Role & Objectives
2. Transport Governance & Funding Arrangements
3. Transport Funding Arrangements
4. Public Transport Delivery
5. Regional Council Project Overview
6. Key Considerations
7. Questions





Overview





What is Regional Council's transport role?

Under the Land Transport Management Act (LTMA) 2003, a Regional Council must:

1. Establish a Regional Transport Committee (RTC)
2. Approve a Regional Land Transport Plan (RLTP) which is prepared by the RTC
3. Adopt a Regional Public Transport Plan (RPTP) if it contracts out the supply of a Public Transport (PT) service
4. As the 'Public Transport Authority' (PTA) all public transport services must be delivered by, or be under contract, to the Regional Council.

PTA: An organization or body responsible for planning, funding, and managing public transportation services within a specific region.



Our objectives

- Reducing deaths and serious injuries
- Minimising environmental effects from the transport system
- Providing access to a range of travel choices
- Enabling people and goods to move efficiently
- Supporting access to land for housing growth
- Managing resilience associated issues

- Increasing mode shift / decreasing carbon reduction
- Providing convenient and accessible PT
- Supporting PT infrastructure delivery
- Integrating PT and land use planning to support urban environments
- Growing patronage with a balanced approach to fare pricing



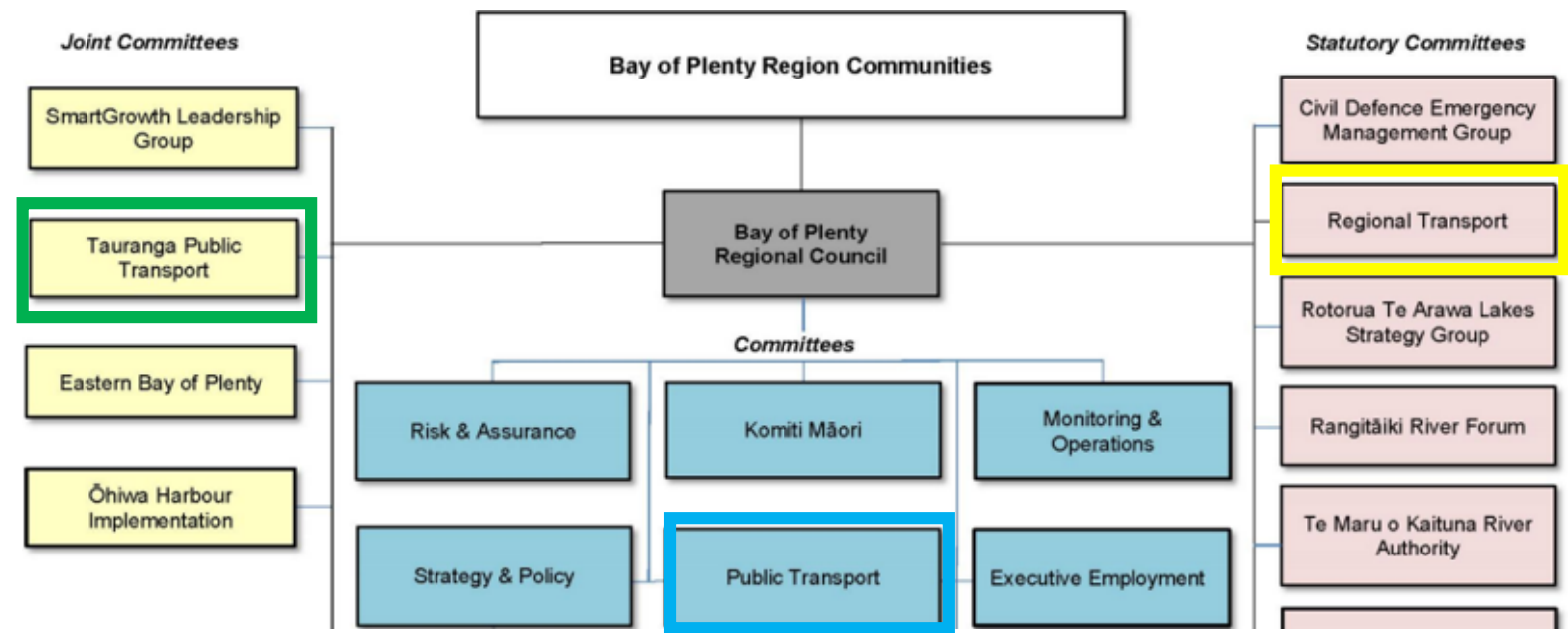


Transport & Funding Governance Arrangements





Transport Governance Structure





Role of the RLTP

- Requirement of the LTMA and must be consistent with the GPS
- The RLTP is the region's **funding bid to central government** - as it develops the National Land Transport Plan (NLTP) – and is made up of two elements:
 1. **A strategic front end:** it tells a story of where we are as a region and where we want the transport system to go over the next 30 years
 2. **A programme:** a list of proposed activities that is intended to be delivered across the next 6 years which support advancing the vision and strategy
- Activities in the RLTP programme are part funded by the National Land Transport Fund (NLTF) – a ring-fenced government fund. In essence, the Bay of Plenty's RLTP (funding bid) competes for funding with other regions for the national share of this funding. The rest of the money comes from Council's themselves – through each of their LTPs ('local share')



Role of the RPTP

- Requirement of the LTMA
- Guides the design and delivery of public transport services, information and infrastructure
- Takes a 10+ year strategic view with a particular focus on the first three years
- Outlines what we want our public transport system to achieve, how we propose to get there and what public transport services we propose to provide

117 Purpose of regional public transport plans

The purpose of a regional public transport plan is to provide—

- (a) a means for encouraging regional councils, territorial authorities, and public transport operators to work together in developing public transport services and infrastructure; and
- (b) an instrument for engaging with the public in the region on the design and operation of the public transport network; and
- (c) a statement of—
 - (i) the public transport services that are integral to the public transport network; and
 - (ii) the policies and procedures that apply to those services; and
 - (iii) the information and infrastructure that support those services.



Public Transport Delivery



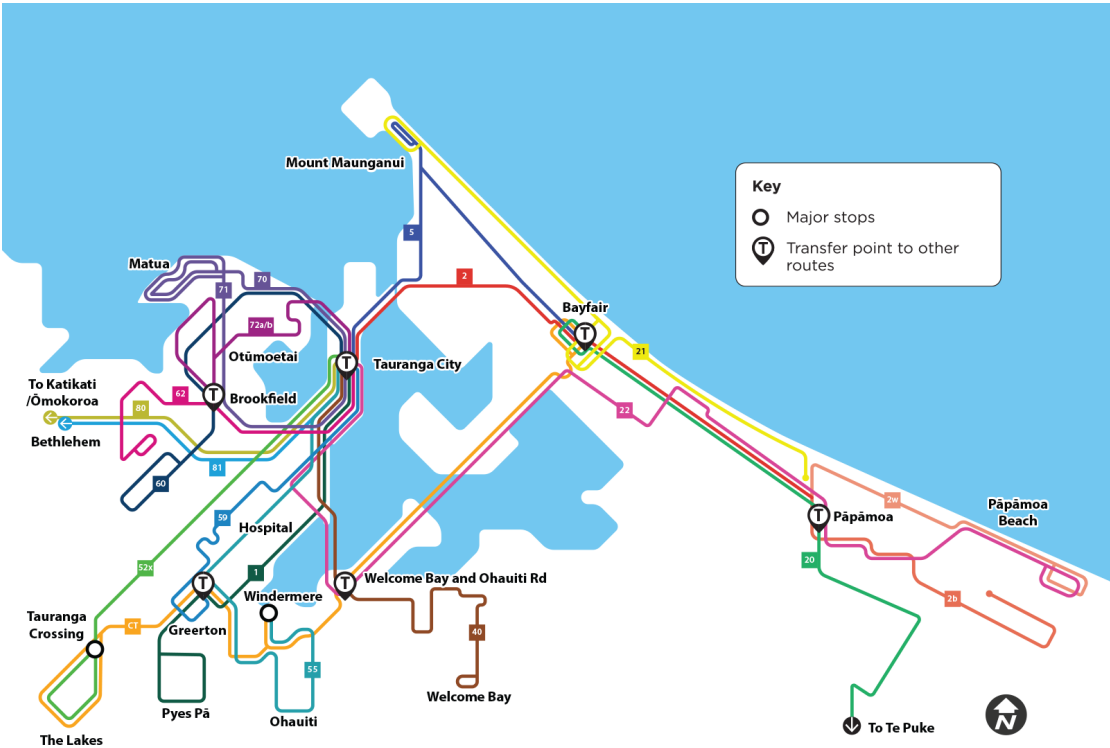


How do we deliver PT?

Regional Council supports the community to access PT in Tauranga and Western BOP by:

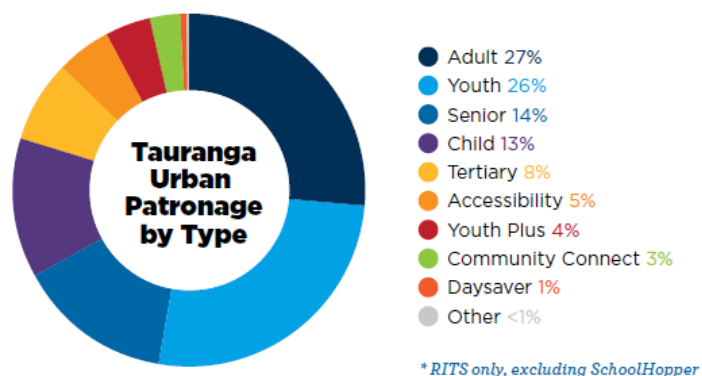
- Operating the Baybus network, delivered in partnership with bus operators. This includes Bayhopper buses, as well as some inter-city services
- Providing dedicated bus services for Tauranga urban schools
- Subsidising taxi services through the Total Mobility Scheme for people with long-term impairments

Tauranga & WBOP PT Overview

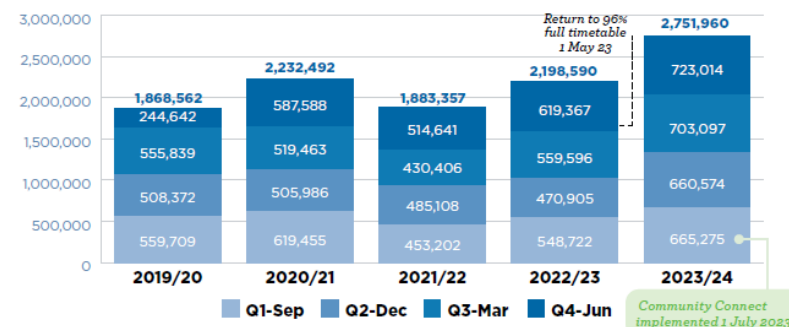


Tauranga and WBOP PT Overview

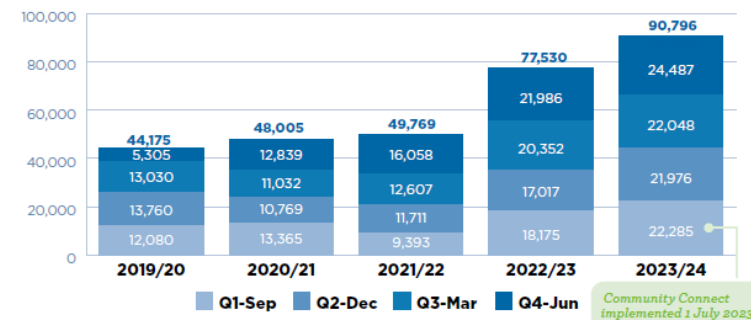
Tauranga urban patronage by type year to date



Tauranga network - total boardings



Western Bay of Plenty - total boardings



Note – Te Puke patronage is now included in the Western Bay network



BOPRC Project Overview





Current Projects (1)

PT Fares Review

- To identify the most appropriate fare structure, products and pricing for PT in the region

School Services Review

- Project seeks to understand the best way for BOPRC to move Tauranga's students to and from school, while balancing user demands and financial sustainability

Tauranga Network Refresh Phase 2

- Short-term refinements to urban network

PT Services & Infrastructure (PTS&I) Business Case

- Identifies a 30-year vision for public transport services which is supported by a 10- and 30-year infrastructure programme of projects



Current Projects (2)

Durham Street South Interchange

- Future main interchange location to replace existing temporary site located on Durham Street between Spring and Hamilton Streets.

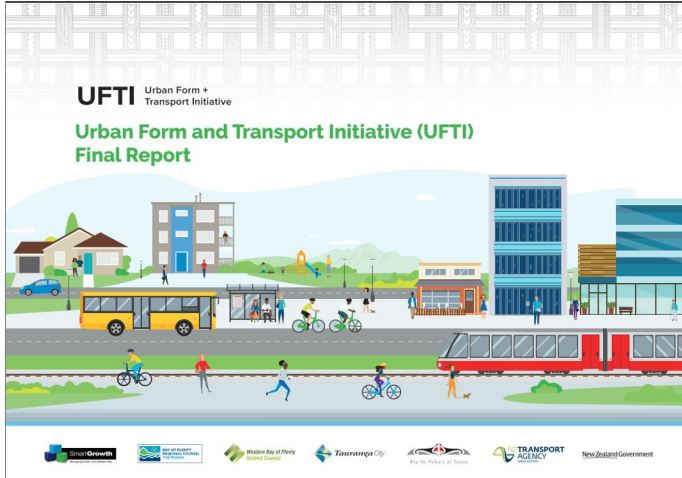
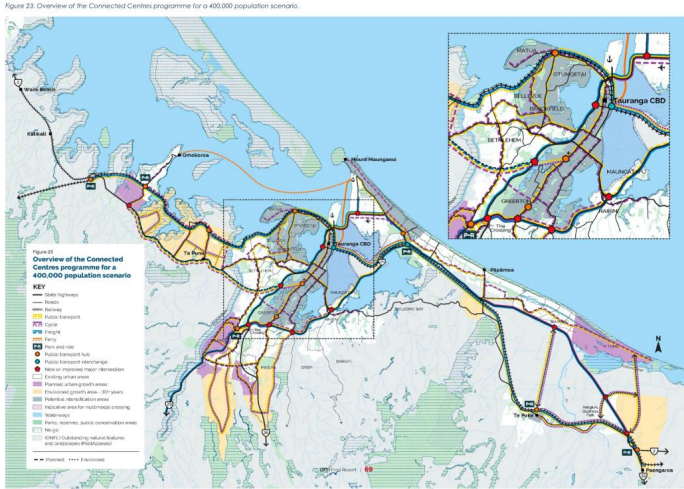
Motu Move (National Ticketing Solution - NTS)

- Flexible ticketing system which enables ease of payment and use of public transport
- 'Go Live' July 2025 – BOPRC working through a change plan to transition from current Bee Card use

On-Demand Trial

- 18-month trial providing on-demand service between Tauranga South and Pyes Pa. Went live 25 March 2024.

- TJPTC Purpose: *“Ensure decisions of the transport system are taken collectively and deliver outcomes aligned to the Urban Form and Transport Initiative (UFTI) and Tauranga Transport Plan (TSP)”*.



Working Together



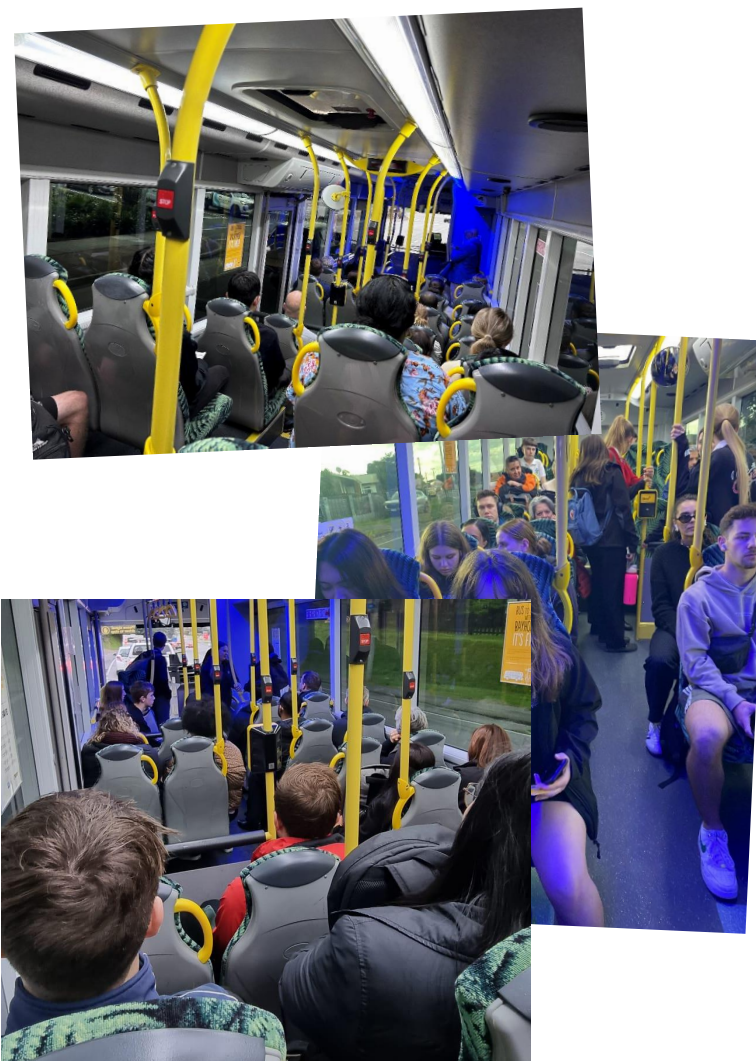


BOPRC & TCC: Key considerations



Empty Buses?

- Some of our buses may seem less crowded, especially during mid-day hours or at the onset of routes, or on services operating against the tidal flow of people.
- These services continue to be an essential link for our communities.
- The majority of costs remain fixed, irrespective of the bus's operational status. Discontinuing services at certain times wouldn't result in significant financial savings.
- Peak time buses are generally busy, with some reaching maximum capacity



Smaller buses?

- NZTA's "Requirements for Urban Buses" (RUB), defines a bus as a vehicle that *"provides a service with more than 12 seating positions"*.
- The most common bus in Tauranga (ADL200) is classified as a "Medium Bus".
- The bus size is influenced by peak demand
- Bus size has a limited impact on operational cost
- It is more cost-effective for us to operate uniform-sized buses throughout the day instead of managing and maintaining a dual fleet of different sizes





Key Considerations

- The combination of services and infrastructure is integral to providing a frequent, reliable and connected bus network
- The whole of journey experience needs considering for our customers e.g., proximity to safe and accessible bus stops
- Without priority measures, journey time reliability cannot be improved significantly
- Annual Bus User Surveys help identify common themes
- Wider policy considerations, such as parking fee structures, can support combined outcomes to support the efficient movement of people.



Questions



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).

- (s) **State Highway 2 Revocation PBC (NZTA led):** Reviews and final approvals of the PBC Report September 2024. There are 2 separate options depending on the TNL tolling outcome: if tolled, there are plans for managed lanes through Bethlehem Town Centre and Waihi Road to Cameron Road but if the TNL is un-tolled, the plans will be dropped.
- (t) **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.
- (u) **SmartTrip Variable Road Pricing (TCC):** This is a study exploring the feasibility, viability and impacts of a Variable Road Pricing (VRP) scheme for Tauranga.
- (v) Following consultation on the SmartTrip concept, TCC recommended not to proceed with a full Business Case but to wait for the appropriate legislation to be in place which is due end of the year. This will depend on direction within the NLTP when released.
- (w) **Network Optimisation:** The programme which is currently underway, covers the analysis of the Urban Form and Transport Initiative and Western Bay of Plenty Transport System Plan (TSP) emissions work relative to the GPS. It also encompasses the drafting of Transport Emissions Reduction Programme (TERP) for the region.
- (x) **Travel Demand Management (TDM):** Funding for a regional TDM programme remains uncertain; LTP and NZTA funding for the 24-27 period, expected in Sept 24 will be decisive for the progression of the programme.
- (y) **Low-cost Low risk projects (relevant to Public Transport):** 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. Bus shelter delivery is covered below.
- (z) **Ferry Proposal:** On 26 August 24 TCC councillors resolved to confirm TCC's contribution for the trial period i.e., 50% towards a max amount of \$1.4M over 2 years contingent on BOPRC 50% funding.
- (aa) **Speed Management Plan (SMP):** The SMP was adopted by TCC on 10 July 2024 and has been submitted to NZTA for approvals, likely to be after their new rule adoption.
- (bb) **Cameron Road High Spec Shelters:** Design Brand were engaged, and a hybrid option (Auckland style + a fascia) was chosen. Any further design and implementation will be a part of Cameron Rd Stage 2 when approved for implementation by NZTA.
- (cc) **Bus Stop and Shelter Improvement Programme:** All objections to new shelters were dealt with in accordance with S339 of the LGA1974; 400 bus stops were completed and 2 are currently underway.

2. Bay of Plenty Regional Council Projects

Noteworthy Bay of Plenty Regional Council led project updates are summarised here, with detail included at Attachment 1.

1. **BOP Regional Land Transport Plan:** The BOP Regional Land Transport Plan has been submitted to NZTA on 1 August 2024. The National Land Transport Programme 2024-27 (NLTP) was released 2 September 2024. The NLTP can be accessed [here](#), on New Zealand Transport Agency Waka Kotahi's (NZTA) website. The Regional Land Transport Plan 2024-34 – recently adopted by the RTC and submitted to NZTA – acts as the region's funding bid to the NLTP process.

The NLTP is a partnership between local government, which invests local funding on behalf of ratepayers, and Waka Kotahi, which invests on behalf of Government through the National Land Transport Fund (NLTF). Funds for the NLTF are collected from petrol excise duty, road user charges and vehicle registration / licensing fees.

The \$32.9 billion 2024-27 NLTP total investment includes \$5.8 billion from the local government share. NLTP investments are designed to give effect to the strategic priorities outlined in the Government Policy Statement for land transport (GPS), including:

- Economic Growth and Productivity,

- Increased Maintenance and Resilience,
- Safety, and
- Value for Money.

The NLTP contains all the land transport activities that Waka Kotahi anticipates funding over the three years, across 11 activity classes.

Within the NLTP document, regional summaries for each region were included. For the Bay of Plenty, the forecast spend over the three-year period is included as key highlights, which notes:

- A total of \$1.9 billion forecast investment in the Bay of Plenty.
- \$235 million forecast spend on maintenance operations.
- \$412 million forecast spend on pothole prevention.
- \$1.1 billion forecast spend on improvements.
- \$119 million forecast spend on public transport.
- \$2.5 million forecast safety investment.

\$14.6 forecast walking and cycling investment. At the time of writing, staff had only been able to review the NLTP document and no further information had been obtained on specific funding of all activities proposed by the RLTP 2024-34. As this information becomes available over the coming days and weeks, staff will be able to provide further updates where required to support the Committee's understanding of how well funded the Bay of Plenty's RLTP 2024-34 funding bid has been.

2. **PT Services and Infrastructure Business Case:** The Western Bay of Plenty Public Transport Services and Infrastructure Business Case identifies 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. Due to recent changes in Government funding priorities via the new GPS on Land Transport, NZTA have indicated the final business case will not be funded in this round of the NLTF. Staff are working closely with the TSP PMG and project partners regarding possible delivery opportunities and will provide further updates in due course.

Phase 2 Tauranga Bus Refresh: 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 and are awaiting the outcome of RLTP funding confirmation from NZTA in September 2024. At the time of writing the NLTP has been released but details on funding for all Activity Classes, including the Continuous Programme which supports the delivery of PT Network reviews is yet to be determined in the next week. A verbal update may be provided at the time of the meeting in terms of that funding allocation.

3. **On Demand PT Trial:** The OnDemand Public Transport Trial in Tauranga South went live on 25 March 2024. Patronage has been increasing steadily with a total patronage of 3,113 users in May, and 3,223 users in June. Monitoring of the trial and reporting of this will take place through the Public Transport Committee.

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, Regional Land Transport 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 improvement and new bus shelter contract has been awarded practical completion. The contractor is currently working through a snag / defect list. All hearings with the regulatory hearings panel have been held for objections to new shelters in accordance with S339 of the LGA1974 To date, we have completed works at over 400 bus stops, including: <ul style="list-style-type: none"> Line marking 145 bus boxes. Added no stopping line marking to over 225 bus stops. constructed 196 concrete hardstands. Installed 143 Bus shelters. Installed multiple retaining walls to support new shelters and footpaths. Extended or realigned footpaths to connect to 21 bus stops. The Millers Rd shelter and bus bay is currently in construction under a separate contract and expected to be complete by 20 September 2024. BOPRC Comment: BOPRC and TCC have worked closely on the project. 	<ul style="list-style-type: none"> Project close out. Begin prioritisation process for the next three years once NZTA co-funding from the NLTF is known in September. Over 10 additional shelter requests were received late in the project, once the community saw a number going in around the city. These will be prioritised highly in the next programme of works (subject to funding and feasibility at the desired location).
Cameron Road High Spec Shelters (TCC)	<ul style="list-style-type: none"> Design Brand were engaged to provide options for Cameron Rd high spec shelters. Initial concept designs have been sent to TCC. These have been reviewed and a preferred option was selected. 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. Requests a combination using the idea of a fascia, with the back lit laser cut metal sheet on the post (pattern design to be confirmed). 	<ul style="list-style-type: none"> Any further design and implementation will be a part of Cameron Rd Stage 2 works so that any design would be consistent along the length of Cameron Rd. This will be confirmed with the CRS2 SSBC in March 2025.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Speed Management Plan (TCC)	<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. SMP was adopted by TCC 10 July 2024 	<ul style="list-style-type: none"> We are currently awaiting advice from NZTA re their approvals, this is likely on hold until the new rule is adopted.
Ferry Proposal (TCC & BOPRC)	<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. 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%. On 26 August 24 TCC councillors resolved to confirm TCC's contribution for the trial period <p><u>BOPRC</u></p> <ul style="list-style-type: none"> At the Regional Council meeting on 1 August 2024, it was decided the ferry proposal decision be deferred to the next Regional Council meeting later in 2024. 	<p><u>TCC</u></p> <ul style="list-style-type: none"> On 26 August 24 TCC councillors resolved to confirm TCC's contribution for the trial period. <p><u>BOPRC</u></p> <ul style="list-style-type: none"> Staff will prepare a paper to the next Regional Council meeting.
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 on NLTP/NLTF 24-27 has been released.
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 and are awaiting the outcome of RLTP funding from NZTA in September 2024. At the time of writing the NLTP has been released but details on funding for all Activity Classes, including the Continuous Programme which supports the delivery of PT Network reviews is yet to be determined in the next week. A verbal update may be provided at the time of the meeting in terms of that funding allocation. 	<ul style="list-style-type: none"> Seek confirmation of additional funding via the RLTP announcement in September 2024.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
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 supportive feedback across both social media and via roadshow sessions. Patronage has been increasing steadily with a total patronage of 3,113 users in May and 3,223 users in June. 	<ul style="list-style-type: none"> Progress of the trial will be monitored and reported to the Public Transport Committee.
Travel Demand Management and Behaviour Change Programme (BOPRC & TCC)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Staff may develop an internal programme for TDM based on available funding once NLTP and NLTF has been confirmed. Staff to provide update at next TJPTC meeting with update on NLTP and likely next steps for TDM.
Policy		
Regional Land Transport Plan (RLTP) (BOPRC)	<ul style="list-style-type: none"> The RLTP was submitted to NZTA on 1 August 2024. An expected announcement on the RLTP and funding of projects will be made in September 2024. https://atlas.boprc.govt.nz/api/v1/edms/document/A4679232/content The National Land Transport Programme 2024-27 (NLTP) was released 2 September 2024. The NLTP can be accessed here, on New Zealand Transport Agency Waka Kotahi's (NZTA) website. Further details can be found in the Update Report. 	<ul style="list-style-type: none"> Staff to confirm once NLTF and NLTP has been released and funding confirmation has been received. Staff to provide update at next TJPTC meeting with update on NLTP and outcome for RLTP activities.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
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.
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 	<ul style="list-style-type: none"> Following consultation on the SmartTrip concept through TCC's Long-Term Plan, Council endorsed (March 2024) to not proceed with a full business case, but to proceed to investigate key areas of community feedback received, and continue to engage with NZTA, the Ministry of Transport, and other interested councils including Auckland Council / Auckland Transport to explore nationally consistent approaches to road pricing. On 12 August 2024, the Minister of Transport announced that the Government will introduce a Bill later this year that amends the 	<ul style="list-style-type: none"> Further investigate key areas of local community feedback. Work together with NZTA, Auckland, and other interested councils to investigate consistent approaches to road pricing. Tracking development of time of use road charging legislation.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<p>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. It was only a proof-of-concept study, resulting in the 'SmartTrip' concept.</p>	<p>Land Transport Management Act (LTMA) 2023 to provide the enabling framework for time of use road charging schemes. The Government expects to introduce a Bill to Parliament before the end of the year. The Bill will then go to select committee where submissions can be made on the legislation.</p> <ul style="list-style-type: none"> Once the new law and legislation is in place, local authorities will be able to propose schemes and work will be able to begin on scheme development, with the aim to reduce travel times on NZ's busiest roads and boost economic growth. When developing a scheme, local authorities will be required to talk to local stakeholders and the community. The NZTA will lead the design of schemes in partnership with local authorities, and the scheme will then be referred to the Minister of Transport for approval. Council will be tracking this process and continuing to discuss opportunities with NZTA. Discussions with NZTA staff have indicated that NZTA continues to be a strong advocate of time-of-use charging, and values working in partnership together with councils. However, given the sensitivity of the legislative process and NZTA's role in this, they are not in position to engage on policy matters during this time. With an allocated budget TCC may be able to participate at a national level and help to ensure that topics raised by the Tauranga community are embedded in nationwide investigations into road pricing 	<ul style="list-style-type: none"> Additional direction from NZTA likely to be included within the NLTP when released.
Business Cases		
<p>Public Transport Services & Infrastructure (PTS&I) (BOPRC)</p> <p>Proposed and prioritised 10-year services and infrastructure investment strategy to deliver the UFTI medium scenario.</p>	<ul style="list-style-type: none"> The Western Bay of Plenty Public Transport Services and Infrastructure (PTS&I) Business Case identifies 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 and revised 3- and 10-year projects programme has been completed by the project team. <p>Due to recent changes in Government funding priorities via the new GPS on Land Transport, NZTA have indicated the final business case will not be funded in this round of the NLTF. Staff are working closely</p>	<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 in September 2024. Staff are working closely with the TSP PMG and project partners regarding possible delivery opportunities and will provide further updates in due course.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
	with the TSP PMG and project partners regarding possible delivery opportunities and will provide further updates in due course.	
Bus facility – Arataki (TCC) Permanent bus facility for the Arataki area	<ul style="list-style-type: none"> Construction of the bus facility commenced in August 2024. Construction work is continuing on the northern side of Farm Street with excavation and preparation works for the new footpath underway. The upgraded watermain has been installed and is now in operation. Staff are working with local hapu to develop Mahi Toi for the bus shelter. 	<ul style="list-style-type: none"> Works are on track to be completed in October 24 Powerco was engaged before construction began to finalise the plans for relocating one of the power poles on Farm Street. To ensure there is enough clearance for the bus shelter, services to local properties need to be moved underground. However, Powerco has now indicated that the span between the power poles is insufficient and that three poles need to be addressed. This issue could lead to additional costs and delays. The Project Manager is collaborating with the contractor and Powerco to resolve the situation.
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"> Durham Street Bus Facility 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 the Durham Street location. Following workshops with stakeholders, developers, and advocacy groups this has been finalised and confirmed by TCC. BOPRC Comment – BOPRC have been involved in the project to date and support the direction of the project 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 undergoing detailed design with construction estimated end of 2024/ early 2025.
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 has not been approved by NZTA from the June Board meeting. TCC are working on a strategy to rework the Business Case to align more with the GPS (gain a BCR >1.0). Indicative dates for reworking BC – Completion by Xmas '24, Seek Council approval in Feb '25 and issue back to NZTA for approval in March '25. Approx. 6–8-month programme delay while DBC reworked. 	<ul style="list-style-type: none"> Reworking of Detailed Business Case (to include Early Design alterations where required) Sept – Dec 2024 Detailed Design proposed to continue in a greatly reduced programme/scope for elements that will not be affected by the reworking of the BC (Waters, Intrusive surveys etc).
15th Ave/Turret/Welcome Bay (TCC)	<ul style="list-style-type: none"> The business case has been split into two stages. 	Next steps <ul style="list-style-type: none"> Approval of SSBC and funding

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
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 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. The SSBC was approved by Council 26Aug to submit to NZTA for endorsement. NZTA endorsement and funding decision is expected end Oct24. 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. 	<ul style="list-style-type: none"> Consider opening of the Hairini bus gate to general traffic outside of peak times. Early Pre-Implementation works including Procurement Strategy, Consenting Strategy, Constructability Review
Accessible Streets – Area A (TCC) Primary cycle route facilities: Accessible Streets programme for the Mount-Pāpāmoa-CBD connections	<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 projects 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 due to non-alignment with the GPS 24-27.
Accessible Streets – Area B (TCC) Primary cycle route facilities: Accessible Streets programme for Otūmoetai-Bellevue- Brookfield connections	<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 projects 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 due to non-alignment with the GPS 24-27.

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<p>Eastern Corridor Transport Planning (Te Tumu & Wairakei) (TCC)</p> <p>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).</p>	<p>Several 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:</p> <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 complete, 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. <p>This business case has worked alongside transport planning and plan change workstreams associated with Te Tumu.</p>	<ul style="list-style-type: none"> Te Tumu & Wairakei transport infrastructure SSBC submitted to NZTA for approval / endorsement. Awaiting response following NLTP announcement. Complete final stages of developing concept designs for the Sands Ave and Te Okuroa Drive extension within the Wairakei town centre. 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.
<p>Western Corridor (SH29 Tauriko / Tauriko West) (NZTA)</p> <p><u>Tauriko West Enabling Works</u></p> <ul style="list-style-type: none"> The Tauriko West Enabling Works project seeks to enable the Tauriko West urban growth area (UGA) to be opened for the first 2,400 households as well as support continued industrial development of the Tauriko Business Estate. 	<p><u>Tauriko West Enabling Works</u></p> <p>Construction of the enabling works is split into two sections – the 'southern' section including a new SH29 / Redwood Lane / Kaweroa Drive roundabout and a 'northern' section including the new Tauriko West northern access and associated works on SH29, Cambridge Road and Whiore Ave.</p> <p>Construction of the southern section is underway and progressing well. Construction of the northern section is committed with works commencing from September 2024.</p>	<p><u>Tauriko West Enabling Works</u></p> <ul style="list-style-type: none"> The current delivery programme indicates completion of the Redwood / Kaweroa 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. Through the construction phase the delivery team are continuing to monitor and manage cost, programme, quality, and reputational risks. One key risk is managing traffic flows through the site whilst undertaking major construction on a live and already constrained

BOPRC ID: A4490886

Project Description	Current Update (key matters)	Next Steps and Identified Risks
<p><u>Tauriko Network Connections (Long-Term) Business Case</u></p> <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 and the part of State Highway 29A between the Takitimu Intersection and Barkes Corner. It further includes public transport solutions, walking and cycling, and local road networks.</p>	<p><u>Tauriko Long-Term Detailed Business Case</u></p> <ul style="list-style-type: none"> 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 Barkes Corner of which a dedicated bus lane in each direction; 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>The GPS 2024 on Land Transport identifies this project as a 'Road of National Significance' (RoNS). RoNS are described in the 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</i></p>	<p>SH29 corridor. Whilst works methodology planning to reduce transport network impacts during construction as much as possible remains a key focus for the delivery team, some networks disruption and potential travel time delays are inevitable.</p> <ul style="list-style-type: none"> Key risks are being managed through the Major Transport Projects "Oversight Steering Group." <p><u>Tauriko Network Connections Business Case</u></p> <ul style="list-style-type: none"> Funding has been included in the 2024-27 NLTP to progress Stage 1 Route Protection, Stage 2 Omanawa Bridge Design and Construction, and progress design of the Stage 3 SH29A improvements.

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
	<p><i>New Zealand's ongoing housing crisis, boost economic growth, and provide a more resilient roading network.</i> Furthermore, the GPS identifies that:</p> <ul style="list-style-type: none"> • <i>"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> • <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>We understand that the replacement of the existing bridge on SH29 over the Omanawa River will be delivered as an early phase and we are seeking to engage with NZTA further on matters associated with this as the replacement bridge is only planned to have 2 lanes.</p> <p>When the Council endorsed the NZTA Tauriko Networks Connections Detailed Business Case for NZTA Board endorsement on 27 June 2023 it passed the following resolution:</p> <p><i>Recommends to Waka Kotahi that a 4-lane bridge over the Omanawa stream is constructed in Stage 2, rather than the proposed 2-lane replacement bridge, to integrate with 4-lane sections of state highway to be constructed either side of the bridge and to support the function of this inter-regional freight route.</i></p> <p>Staff are seeking the opportunity to review the design to form our own technical view on whether it is adequately futureproofed for widening in the future.</p>	
<p>Connecting Mount Maunganui – SH2/Hewletts Road Sub-Area Business Case (NZTA / TCC)</p> <p>This project is being led by NZTA to confirm the preferred option for the</p>	<ul style="list-style-type: none"> • Following feedback from the NZTA VOS Committee on the previous draft Indicative Business Case (IBC), additional assessment has been undertaken to review the recommended option and complete an incremental assessment of interventions including additional modelling. 	<p>Key next steps include:</p> <ul style="list-style-type: none"> • IBC will be updated and reviewed by project partners and resubmitted to the NZTA VOS Committee.

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
Hewletts Road sub-area (e.g., Hewletts Rd/ Totara St/ Hull Rd / Maunganui Rd).	<ul style="list-style-type: none"> Following additional investigation an alternative 'emerging preferred' option has been identified (aligned to the updated GPS) which includes planned grade separation at the Hewletts/Totara intersection, 4-Laning sections of Totara St, and creating new local road and cycleway connections, but excludes some previously proposed interventions such as signalisation of the Golf Rd / Maunganui Road intersection and continuous bus lanes on Maunganui Road. This cost estimate of this option (circa \$290m) is significantly less than the previously recommended option (circa \$500m), In parallel with the CMM IBC review, a study has also been completed investigating the option of converting the current Hewletts Road Bus Lanes into T2 or T3 Managed Lanes. The study has identified network benefits from implementing this change. Works are currently progressing to further review the findings and confirm a recommended programme of interventions for the updated IBC – noting this is likely to be the 'emerging preferred' option plus the proposed implementation of Hewletts Road managed lanes. 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. BOPRC Comment: Staff have been involved in project meetings to date. Staff will continue working alongside project partners through the IBC phase of the project. 	<ul style="list-style-type: none"> Subject to endorsement from VOS the IBC is proposed to then be submitted for approval to the funding partners (TCC and NZTA Board) in late 2024. If the IBC and subsequent funding are approved, it is anticipated the project would move to a Detailed Business Case (DBC) phase from early 2025. Indicative staging to be refined during the DBC. Consideration of the interaction with other major projects is required, looking to minimise congestion across the network. 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. Noted that funding for next stages of DBC, pre-imp, property or implementation has not been prioritised in NLTP 2024-27.
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. 	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Following steps subject to NZTA VOS decision and funding availability (end of September): Existing Condition Assessment and Investigation. 2025. Interdependency: Decision on whether Takitimu North Link Stage 1 is to be tolled or not. Mid-2025.

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Project Description	Current Update (key matters)	Next Steps and Identified Risks
	<ul style="list-style-type: none"> ○ 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"> • 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.
Keenan Road Urban Growth Area & PT The Keenan Road area is located south of The Lakes. It is identified for residential development in the order of 2,500-3,000 homes (subject to further assessment being undertaken as part of the development of the Structure Plan for the growth area.	<ul style="list-style-type: none"> • The technical studies to support the development of the Structure Plan to guide the development of the re-zoning proposal continue to progress. The development of an NZTA business case for the transport components to enable the growth area is also key and nearing completion, noting also that development of the Keenan Road area is dependent on the NZTA Tauriko Network Connections improvement (e.g., SH29 / Takitimu Drive intersection improvement; SH29a / Barkes corner improvement being delivered). 	<ul style="list-style-type: none"> • Completion of the Indicative Business Case (IBC) and completion of other technical reports for other disciplines associated with the proposed Plan Change. • Confirm if further, more detailed, studies will be required to support the Plan Change process.

BOPRC ID: A4490886

Attachment 1 – 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</u>) <u>x 2</u> Tauranga City Council (<u>TCC</u>) x 2 <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 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~~ [society](#) (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

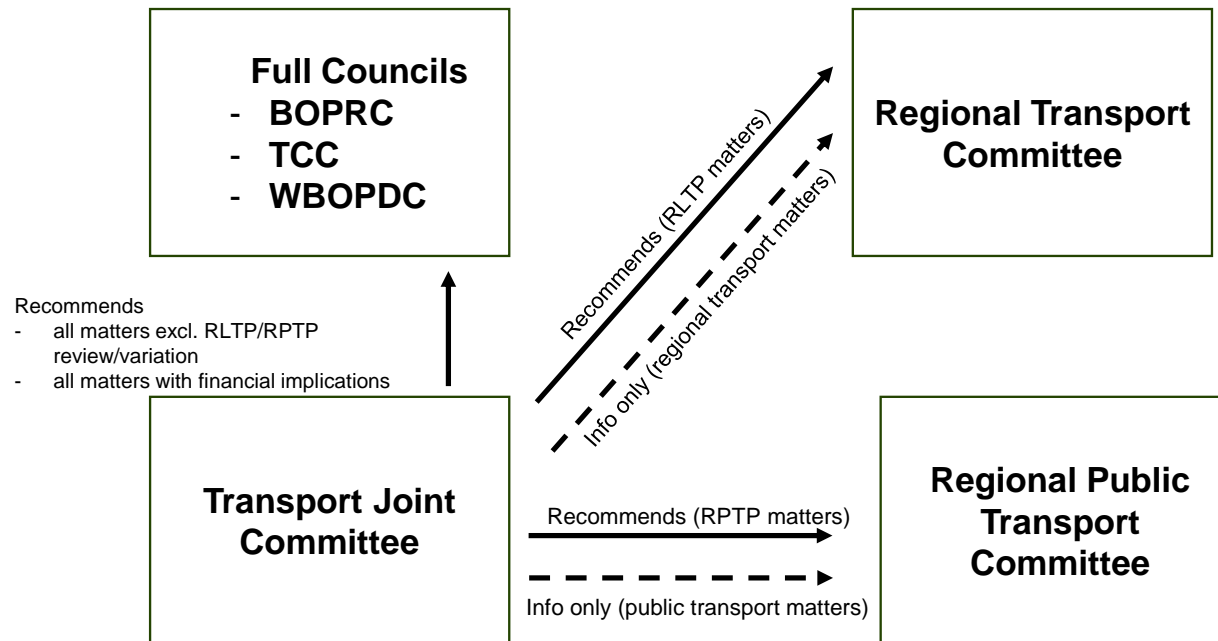
To make all decisions necessary to fulfil the role and scope of the committee subject to the limitations imposed.

Power to Recommend

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

The Public Transport Committee reports to the Regional Council.

Joint Committee Draft Terms of Reference – decision-making flow



Joint Public Transport Committee: Projects Update

11 September 2024



Introduction

- The Project Update report provides an update prior to the NLTP release
- This presentation focuses on impacts to the update after analysis of the NLTP and discussion of key wins, impacts, and risks
- This NLTP has important ramifications for public transport projects and operations in the region.
- Staff have not yet had sufficient time to process this information and understand the implications in detail. Information is subject to change.



NLTP Funding: Requested vs Actual (BOPRC)

- The outcomes for Regional Council ongoing activities (Continuous Programme) funding for the next three years are shown below:

Activity Class	Funding Requested	Funding Approved	Difference
Public Transport Services	\$128,087,872	\$111,890,000	-\$16,197,872 -13%
Public Transport Infrastructure	\$4,550,634	\$4,551,000	+\$366 0%
Safety	\$731,000	\$308,000	-\$423,000 -58%
Low Cost Low Risk	\$4,676,883	\$1,298,849	-\$3,378,034 -72%



NLTP Funding: Requested vs Actual (TCC)

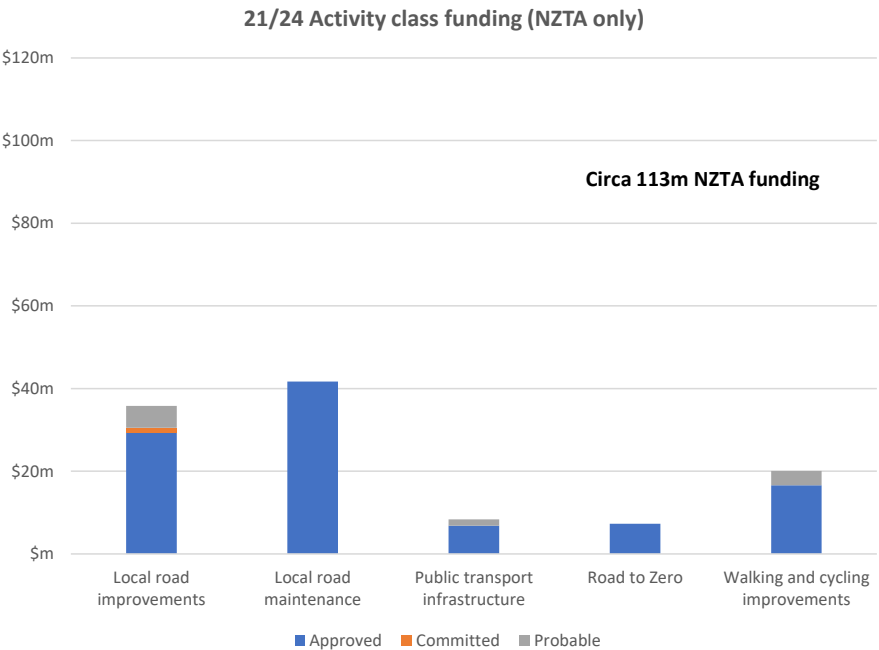
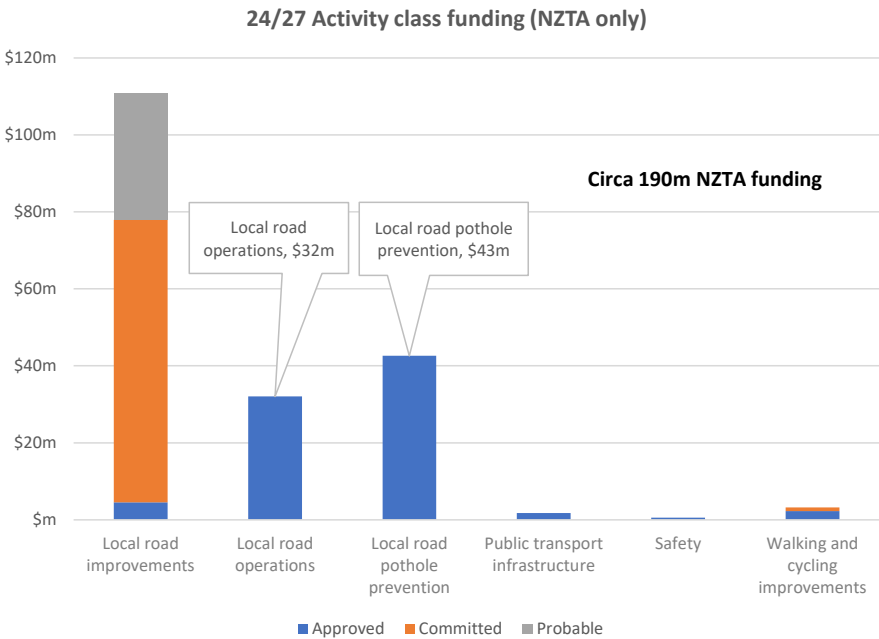
Activity Class	Total for Approval \$M (21-24)	NLTF Share \$M (21-24)	Total for Approval \$M (24-27)	NLTF Share \$M (24-27)
PT Infrastructure	\$13.40	\$6.84	\$3.68	\$1.88

Project Name	Status	Update
Cameron Road Multi-Modal Stage 2	Not Included	The Single Stage Business Case (SSBC) has not been approved with NZTA. Pre-implementation and implementation phases are not included in the NLTP 2024-27. TCC will look to re-submit during next the NLTP period.
Connecting Mount Maunganui (Hewlett's Road)	Not Included	The current Indicative Business Case (IBC) phase is approved and due to be complete late 2024. All subsequent phases including Detailed Business Case (DBC), pre-implementation, property and implementation are not included in NLTP 2024-27.
Connecting the People (15th Avenue to Welcome Bay)	Probable	The SSBC is complete and has been submitted to NZTA. Subsequent phases are listed in NLTP 2024-27 as significant investment.
Western Corridor Growth Management - Tauriko West Connections	Committed	Committed under Roads of National Significance. Transport upgrades to Tauranga's western corridor on SH29, SH29A and SH36, and protect the route.
Papamoa East Interchange (PEI) Eastern Corridor Growth	Committed	Construction is underway and will continue as planned.

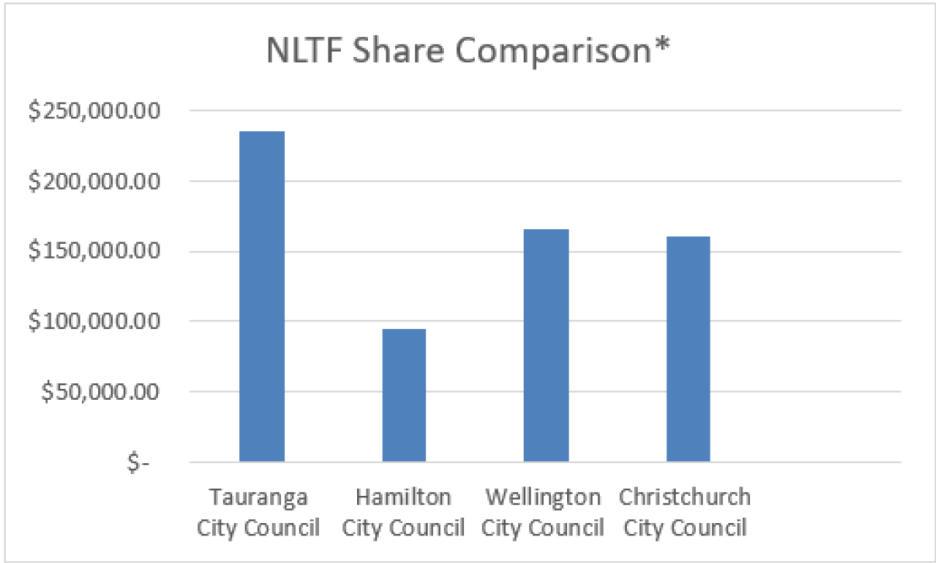
- TCC NLTP share for PT Infrastructure reduces from \$6.84M to \$1.88M.
- Total cost reduction of \$13.4M to \$3.68M.
- NLTF investment for CRS2 and CCM not included in NLTP. These projects contain significant PT components.
- Connecting the People (15th Ave-Welcome Bay) rated as Probable.
- Tauriko and PEI funding remains committed.



Transport challenges – NZTA Funding



TCC NLTF (24-27) Share Comparison



**2024-27 NLTP, Includes Committed/Approved/Probable, NLTF share in \$k, interim funding filtered out, NZTA State Highways not shown.*



Project Summary

- Key wins:
 - TCC - 15th Avenue to Welcome Bay,
 - All - Tauranga Transport Model,
 - All - UFTI/TSP Programme Management
- Key risks:
 - BOPRC - Public Transport Services and Infrastructure Business Case
 - TCC - \$3.5m for public transport infrastructure improvements (i.e. shelters/signs)
 - NZTA - Connecting Mount Maunganui
- Key unfunded issues:
 - TCC - Cameron Road Multi-Modal Stage 2
 - TCC - Tauranga Crossing PT Hub



Key Risks / Unfunded Project Issues



Tauranga Crossing PT Hub

- The planned public transport hub at Tauranga Crossing has not been included in the 2024-2027 NLTP.
- This leaves broad options that will need to be considered
 1. Bid for funding in the 2027-2030 NLTP
 2. Find alternative funding for the 51% share
 3. 100% local fund
 4. Cancel this PT Hub and provide on street bus stops instead or find another location.
- There is some urgency to this decision as improvement works are planned on Taurikura Drive.
 - Construction is expected to start in January.
 - These works have been planned to accommodate the PT Hub.
 - In a scenario without the PT Hub some design changes would be required.
- Staff will prepare an options paper detailing the pros and cons of each option to assist with this decision to be tabled at the next JPTC.



SH2 Revocation Programme Business Case

- Two preferred programme options have emerged.
 - An option if Takitimu North Link Stage 1 is tolled;
 - An option if Takitimu North Link Stage 1 is un-tolled.
- The tolled option includes managed lanes (PT/T2/T3) through Bethlehem Town Centre and Waihi Road to Cameron Road.
- NZTA VOS advise expected late September.



Joint Public Transport Committee: Structure and Function

11 September 2024



Introduction

- 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.
- This enhanced governance would benefit from encompassing the Western Bay of Plenty subregion.
- This could include joint governance of the Western Bay of Plenty Transport System Partnership (TSP) within the 0–10 year purview
- What does this committee believe good looks like?



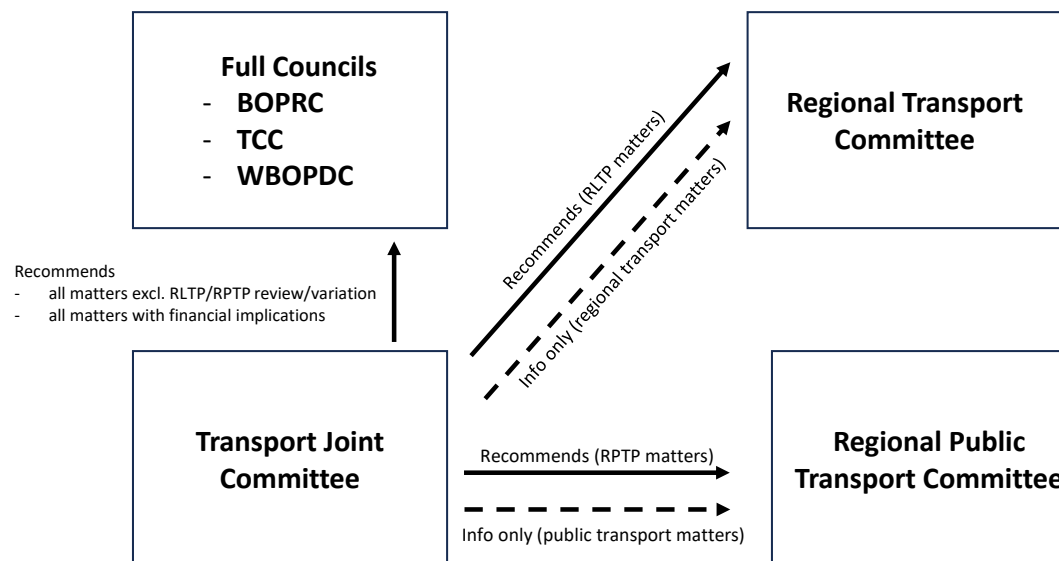
What could good look like?

- Better alignment of focus and priorities
- A simplified and well understood decision making process
- Increased public confidence in transport
- Roads that are focused on people



Joint Committee Draft Terms of Reference – decision-making flow

- Provides for joint recommendations to appropriate Committees/Councils across the transport network
- A point to update governance on transport issues



Joint Committee Draft Terms of Reference with TSP Governance – decision-making flow

- Provides for joint recommendations to appropriate Committees/Councils across the transport network
- A point to update governance on transport issues
- Includes provision for governance direction of TSP allowing for efficient direction and decision making

