



MINUTES

**Tauranga Public Transport Joint
Committee meeting**

Wednesday, 11 September 2024

Order of Business

1	Opening karakia	3
2	Apologies	3
3	Public forum	3
4	Acceptance of late items	3
5	Confidential business to be transferred into the open	3
6	Change to order of business	3
7	Declaration of conflicts of interest	3
8	Business	4
8.4	Appointment of Chairperson to the Tauranga Public Transport Joint Committee.....	4
8.1	Public Transport Overview: Tauranga & WBOP	5
8.2	Project Update	6
8.3	Tauranga Transport Committee Structure and Function.....	7
9	Discussion of late items	8

**MINUTES OF TAURANGA CITY COUNCIL
TAURANGA PUBLIC TRANSPORT JOINT COMMITTEE MEETING
HELD AT THE BOP REGIONAL COUNCIL CHAMBERS, REGIONAL HOUSE, 1 ELIZABETH
STREET, TAURANGA
ON WEDNESDAY, 11 SEPTEMBER 2024 AT 12PM**

PRESENT: Cr Andrew von Dadelszen, Cr Glen Crowther, Cr Rick Curach, Cr Rod Taylor, Cr Paula Thompson, Ms Jessica Andrew

IN ATTENDANCE: **Tauranga City Council**

Cr Marten Rozeboom, Nic Johansson (General Manager: Infrastructure), Mike Seabourne (Head of Transport), Shawn Geard (City Centre Infrastructure Lead), Colm Hartigan (Principal Planner: Transport), Coral Hair (Manager: Democracy & Governance Services), Anahera Dinsdale (Acting Team Leader: Governance Services), Aimee Aranas (Governance Advisor)

Bay of Plenty Regional Council

Fiona McTavish (Chief Executive), Cr Kat Macmillan (online), Cr Ron Scott, Cr Lyall Thurston (online), Namouta Poutasi (General Manager: Strategy and Science) Oliver Haycock (Director: Public Transport), Andrew Williams (Manager: Transport Planning), Matthew Kilpatrick (Senior Transport Planner)

EXTERNAL: Shaun Jones (TSP Partnership)

1 OPENING KARAKIA

There was noopening Karakia.

2 APOLOGIES

Nil

3 PUBLIC FORUM

Nil

4 ACCEPTANCE OF LATE ITEMS

Nil

5 CONFIDENTIAL BUSINESS TO BE TRANSFERRED INTO THE OPEN

Nil

6 CHANGE TO ORDER OF BUSINESS

Item 8.4 to be received before 8.1

7 DECLARATION OF CONFLICTS OF INTEREST

Nil

8 BUSINESS

8.4 Appointment of Chairperson to the Tauranga Public Transport Joint Committee

Staff Coral Hair (Manager: Democracy and Governance Services)

Key Points

- The Chairperson for 2024 was appointed from the administrative Council for that year. The Tauranga City Council meeting held on 15 August 2024 did not appoint a Chairperson for this Committee and left the responsibility of the appointment to this meeting.

COMMITTEE RESOLUTION TPT3/24/1

Moved: Cr Paula Thompson

Seconded: Cr Glen Crowther

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.

CARRIED

Nominations were called and Cr Rick Curach was nominated as the Chairperson representing Tauranga City Council. As there were no further nominations Cr Curach was appointed to the position.

COMMITTEE RESOLUTION TPT3/24/2

Moved: Cr Glen Crowther

Seconded: Cr Paula Thompson

That the Tauranga Public Transport Joint Committee:

- (c) Appoints Cr Rick Curach as the Chairperson of the Tauranga Public Transport Joint Committee representing Tauranga City Council for the remainder of 2024.

CARRIED

Key Points

- Councillor Curach took over the Chair at 12:11pm

COMMITTEE RESOLUTION TPT3/24/3

Moved: Cr Paula Thompson

Seconded: Cr Glen Crowther

That the Tauranga Public Transport Joint Committee:

- (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.

CARRIED

8.1 Public Transport Overview: Tauranga & WBOP

Staff Oliver Haycock (Director: Public Transport) Bay of Plenty Regional Council
Andrew Williams (Manager: Transport Planning) Bay of Plenty Regional Council

Presentation attached to the minutes

Key Points

- Key objectives of the Regional Land Transport Plan (RLTP) focused on supporting road access for housing developments, providing access to a range of travel choices and enable people and goods to move more efficiently. The RLTP was a requirement of the Land Transport Management Act 2003 (LTMA) and must be aligned with the Government Policy Statement (GPS) on land transport to be able to secure funding from Central Government.
- Key objectives of the Regional Public Transport Plan (RTPT) focused on integrating public transport and land use planning to support urban environments, and providing accessible and convenient public transport.
- The role of the RLTP was to be the region's funding bid to Central Government. The RLTP was comprised of a strategic front end which describes the region's current position and the intentions and aspirations of what the next 30 years of transport looks like. It also comprises of a programme which was a proposed list on deliverable activities that would be installed over the following six years to advance the intentions and aspirations submitted.
- The role of the RTPT was to guide the design and delivery of public transport service, information and infrastructure with a specific strategic focus on the first three years of a 10 year transport plan. It also outlined the proposed achievements of the public transport system, the strategic plan on how these would be achieved, and the provision of the proposed public transport services.
- The delivery of public transport was provided by Bay of Plenty Regional Council (BOPRC) through the operation and supply of buses and bus drivers, dedicated bus services for Tauranga urban schools, and subsidised taxi services from the Total Mobility Scheme.
- BOPRC's public transport operating model was described as a 'City Centre Terminating Model', where buses come into the city centre, terminate, and then turn around to go back out again. Staff were exploring if this model was fit for purpose long-term and if it could deliver against the various strategic outcomes that BOPRC were seeking within the sub-region. Through-routing from one side of the city to the other was proposed as an alternate operating model. The benefits of this model meant that customers moving across the city do not have to transition onto another bus therefore offering a more seamless experience. The transitioning of buses was identified as a barrier for some customers as it was an inconvenience.
- The boarding numbers from public transport services in the Tauranga urban area increased by 25% in the 2023/24 financial year when compared against historical financial years. When school/Bay Hopper users were excluded, there was an increase of boarding numbers over 30% from the same time period which indicated a strong demand for the service.
- Key reasons why public transport had seen an increase was due to an increase of road congestion, parking prices, employers promoting public transport usage and the promotion of no fees for school children.
- Other solutions for improving public transport's negative perception, specifically around empty buses and the environmental concern of operating diesel buses were being addressed. The movement of people throughout the day heavily impacted on the usage of buses. Buses had more passengers during peak work and school commuting hours.
- It was noted that a minimum of four passengers on a bus trip emitted less carbon gases compared to a car with a single passenger. Buses that operated against the tidal flow of

people were still providing a vital connection service for communities.

- A homogenous bus fleet would cost less in maintenance and the introduction of smaller buses would be inefficient and expensive when a mid-sized bus fleet existed and was supplied by the operators. A majority of costs remain fixed, irrespective of the bus's operational status, and there would be no significant financial savings if some services were discontinued.
- Common themes that dissuade customers from using public transport included the lack of reliability of buses arriving on time and road work disruptions.

Requests from Councillors

- The presentation to be delivered to other Tauranga City Councillors.

COMMITTEE RESOLUTION TPT3/24/4

Moved: Cr Andrew von Dadelszen

Seconded: Cr Paula Thompson

That the Tauranga Public Transport Joint Committee:

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

CARRIED

Attachments

- 1 2024-09-11 TPTJC - Presentation - PT overview presentation

8.2 Project Update

Staff Nic Johansson (General Manager: Infrastructure)
Mike Seabourne (Head of Transport),
Shawn Geard (City Centre Infrastructure Lead)
Colm Hartigan (Principal Planner: Transport)
Matthew Kilpatrick (Senior Transport Planner) Bay of Plenty Regional Council

Presentation attached to the minutes

Key Points

- The Project Update report provided information prior to the National Land Transport Programme (NLTP) funding release. There was not enough time between the release of the NLTP and the Tauranga Public Transport Joint Committee meeting, and staff were still trying to understand the ramifications of the NLTP decision and future public transport projects and operations in the region. It would be difficult for accurate financial figures to be presented to the Members at this point.
- The Transport Land Model was a base model in which councils could manage so that they stay aligned on strategic objectives like benefit to cost ratios.
- The focus was on the creation of a more reliable service compared to a faster service as reflected in the Annual Bus User survey. The completion of Cameron Road Stage One allowed for a more reliable delivery of service. The delays that occur on the Cameron Road corridor happened around the Cameron Road Stage Two area heading into Greerton, making it a prioritisation to link up these areas to improve the network.
- Tolling of the North Road was a decision that Minister of Transport, Simeon Brown, would make by early 2025.
- It was too early in the development of the Maunganui Road Business Case, therefore, all questions relating to it, including the roads being future proofed and bus lanes being installed, would need to be reported back when known.
- The financing of activity classes from New Zealand Transport Agency (NZTA) were expressed. Majority of funding requests were partially fulfilled however, compared to other cities, Tauranga received a significant contribution.

- TCC staff spoke to their presentation surrounding key project wins, risks, and unfunded issues.
- Key wins included the approval of the 15th Avenue to Welcome Bay corridor, the adoption of the Tauranga Transport Model, the adoption of the Urban Form and Transport Initiative (UFTI) and the Transport System Plan (TSP) programme management.
- Key risks were identified as the relatively low funding opportunity for the Public Transport Services and Infrastructure Business Case when compared to the last three years.
- Key unfunded risks included the lack of funding for the Cameron Road Multi-Model Stage Two development and the Tauranga Crossing Public Transport Hub. These projects had been planned and play a key role in the connection of the public transport network.

At 1:50pm the meeting adjourned.

At 2.10pm the meeting reconvened.

COMMITTEE RESOLUTION TPT3/24/5

Moved: Cr Glen Crowther

Seconded: Cr Andrew von Dadelszen

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Project Update.

CARRIED

Attachments

- 1 JPTC Project Update Workshop 11 September 2024 - presentation

8.3 Tauranga Transport Committee Structure and Function

Staff Nic Johansson (General Manager: Infrastructure)
Mike Seabourne (Head of Transport),
Shawn Geard (City Centre Infrastructure Lead)

Presentation attached to the minutes

Key Points

- The presentation given by TCC staff was a refreshed look at the governance structure of TPTJC as the previous reiteration of the Committee left the report to lie on the table for the current Committee to select their own structure and function. This enabled the Committee to provide an integrated governance that would guide and streamline outcomes for Tauranga's transport network.
- Key goals included the better alignment of focus and priorities, a simplified and well understood decision making process and an increased public confidence in transport.
- Staff expressed the desire to create a network that focused on people rather than the modes of transport. It was conveyed that the tools and resources from public transport were there to serve the community and wider region.
- A high-level diagram was presented to the Committee explaining where recommendations and information would go after decisions were made in the TPTJC. This would give the opportunity for decisions made by the Joint Committee to be established in their respective councils and provided a governance direction for Western Bay of Plenty Transport System Partnership (TSP). It also enabled Western Bay of Plenty District Council (WBOPDC) the opportunity to present transport decisions to TCC and BOPRC on the same level.
- In a relation to a suggestion that WBOPDC have one representative on the Committee, no decision was made.
- The TSP had an agreed ranking of interventions that was agreed by the partners. TSP was

not designed to be a decision making panel but rather it was set up as an advisory group consisting of transport experts from the private sector for major projects. Therefore, it should not be necessary for the TPTJC to go back to TSP with advice.

- Discussion ensued on the governance structure of the TSP and a workshop was proposed to address the issues that arose during the discussion before the next TPTJC meeting on 6 November 2024.

Requests from the Councillors

- Provide the Committee with Western Bay of Plenty Transport System Partnership's (TSP) Terms of Reference.

COMMITTEE RESOLUTION TPT3/24/6

Moved: Cr Paula Thompson

Seconded: Cr Glen Crowther

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Tauranga Transport Committee Structure and Function" and
- (b) Holds a workshop as soon as possible to progress the initiative to consider the Tauranga Transport Committee Structure and Function.

CARRIED

Attachments

- 1 JPTC Structure and Function Workshop 11 September 2024 - presentation

9 DISCUSSION OF LATE ITEMS

Nil

The meeting closed at 2:38pm.

The minutes of this meeting were confirmed as a true and correct record at the Tauranga Public Transport Joint Committee meeting held on 6 November 2024.

.....
CHAIRPERSON