AGENDA

Tauranga Public Transport Joint Committee meeting

Thursday, 7 November 2024

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

Date: **Thursday, 7 November 2024**

Time: **1pm**

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	Cr Rick Curach
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 *(Alternate)*
External Member (non-voting)	
Waka Kotahi NZ Transport Agency	Jessica Andrew *TBC - Alternate*
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.

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

7 CONFIRMATION OF MINUTES

7.1 Minutes of the Tauranga Public Transport Joint Committee meeting held on 11 September 2024

File Number: **A16738554**

Author: **Aimee Aranas, Governance Advisor**

Authoriser: **Anahera Dinsdale, Acting Team Leader: Governance Services**

RECOMMENDATIONS

That the Minutes of the Tauranga Public Transport Joint Committee meeting held on 11 September 2024 be confirmed as a true and correct record

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ATTACHMENTS

1. **Minutes of the Tauranga Public Transport Joint Committee meeting held on 11 September 2024**

MINUTES

Tauranga Public Transport Joint Committee meeting

Wednesday, 11 September 2024

Order of Business

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 no opening 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 responsbility 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 assumed as Chairperson 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 of objectives of the 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 infrastructre 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 increasement 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 cabon 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 signficant 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 7 November 2024.

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Cr Rick Curach

CHAIRPERSON

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 TCC and BOPRC Project Updates Report

File Number: **A16785910**

Author: **Stacey Harrison, Programme Analyst**
Colm Hartigan, Principal Transport Planner

Authoriser: **Shawn Geard, City Centre Infrastructure Lead**

BOPRC Author: **Matthew Kilpatrick, Senior Transport Planner**

BOPRC Authoriser: **Andrew Williams, Transport Planning Manager**

PURPOSE OF THE REPORT

1. 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.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

(a) Receives the report "TCC and BOPRC Project Updates Report".

EXECUTIVE SUMMARY

2. This report provides update, highlighting progression, challenges, risks, and opportunities regarding projects that Tauranga City Council, Bay of Plenty Regional Council (BOPRC), and New Zealand Transport Agency (NZTA) are undertaking with an effect on public transport within Tauranga and its surroundings.
3. These projects also highlight the direction provided by the Urban Form and Transport Initiative (UFTI), the Western Bay of Plenty Transport System Plan alongside the Government Policy Statement (GPS) on transport.

TAURANGA CITY COUNCIL PROJECT UPDATES

Bus Facilities – City Centre:

4. Council resolved to proceed with the Durham St and Intercity stop implementations on 29 April 2024. The detailed design is set to be completed by October 2024, with construction starting early in 2025.
5. Value engineering to best achieve value for money is ongoing, this includes using the Spring St carpark canopy as a shelter rather than constructing a new one.
6. The shelter fabrication tender is currently out to the market.
7. Key risks include potential communication issues with Durham St (south) businesses and landowners, which could affect the perception of the project.

Connecting the People (15th Ave/Turret/Welcome Bay):

8. The SSBC has been completed and received formal approval from TCC in early August, and it is currently awaiting endorsement from NZTA. Preliminary investigation work on the bridge is complete, and the draft Procurement Strategy is under review, with further pre-implementation tasks paused pending its approval. The project has been prioritised in the NLTP 2024-27 - see TCC Draft NLTP 2024–27 Release Update Report.
9. A Constructability Review is underway, and updates to the Communications and Engagement (C&E) plan are in progress in line with the SSBC timeline. Stage 1 Procurement Strategy is awaiting its final approvals while Stage 2 is on hold and scheduled for review in 2025.
10. Key risks include a $30M funding gap for the overall project, specifically for Stage 2. There is also uncertainty surrounding the pre-implementation and construction timelines, as these depend on NZTA Board approval and the finalisation of the Procurement Strategy.

Cameron Road Stage 2:

11. Following the NZTA decision to not approve the Cameron Road Stage 2 (CRS2) Detailed Business Case (DBC) and the project subsequently not being included in the 2024-2027 National Land Transport Policy (NLTP) funding programme, the Detailed Business Case (DBC) is currently being reworked to align with the new Government Policy Statement on Land Transport (GPS).
12. The project team will await governance decisions regarding the reworking of the DBC and its implications for project timelines. The timeframe for the project remains uncertain until these governance decisions are made. A detailed plan was scheduled to be presented to Elected Members on 9th October outlining the advantages and disadvantages of moving forward.
13. Key risks include the potential sunk cost of reworking the DBC (estimated at $1.25M) if it is not approved by NZTA, though sufficient funds exist in the FY25 LTP budget to cover this. Additionally, there is a risk of a 6 to 8-month delay in the project due to the revised DBC process, which may require ongoing realignment with the TSP, parallel projects, and Waters projects. Lastly, there is the risk that the reworked DBC may be rejected by NZTA or not adopted mid-term into the 2024-27 NLTP; this will necessitate aligning the reworked DBC with the GPS and ensuring a Benefit Cost Ratio greater than 1.0.
14. Pending successful completion of the reworked DBC early in 2025, and all approvals being in place, the detailed design could potentially recommence in mid-2025.

Connecting Mount Maunganui (NZTA led):

15. The Indicative Business Case (IBC) has been updated following the incremental analysis. A revised recommended scope has been identified with and improved Benefit Cost Ratio (BCR) which is now greater than 1 – which has increased the project's financial viability and investment prioritisation rating. However, the revised recommended scope excludes several previously identified interventions such as the Maunganui/Golf intersection signalisation and continuous bus lanes on Maunganui Road. It is also proposed to redesignate the bus lanes on Hewletts Rd as T3 lanes.
16. Progressing future stages of the project beyond IBC was not prioritised within the 2024-2027 NLTP. Opportunities to seek funding to progress this project through the DBC phase are continuing to be explored.
17. The TCC Vision Planning, Growth and Environment committee on 11 November will be asked to endorse the IBC and approve moving into the DBC phase subject to NZTA approval of co-funding.
18. The NZTA Value Outcome and Standards committee (VOS) on 28 November will be asked to endorse presenting the IBC to the NZTA Board. If successful, the IBC will be presented to the NZTA Board in February 2025 seeking approval of the IBC and funding to progress relevant next project phases.

Arataki PT Facility:

19. The project entered the construction phase in August 2024, and is expected to be completed within the latter half of November. Comprehensive communication and engagement efforts with affected stakeholders, partners, and residents have been undertaken. A one-way traffic system has been implemented to facilitate construction on both sides of the road while ensuring safe pedestrian movement to and from the temporarily relocated bus stops and shelters, which support regional connection needs.
20. There is no identified critical risk to the project at the time this report is drafted.

Te Tumu Urban Growth Area/Wairakei & PT:

Wairakei

21. The project, delivered by Bluehaven Developers and monitored by TCC, has defined the overall scope and budgets for TCC-funded transport components. A project schedule has been provided but is pending refinement in collaboration with Bluehaven. Alta has been engaged to review outdated cost estimates and conduct a peer review of joint engineering processes.
22. Currently, the final claim for The Boulevard Stage A has been received, with roading vesting underway and legal processes in progress. The final design plans for Sands Avenue Stage A are expected shortly. However, the Sands Avenue project, which includes the Wairakei Town Centre bus facility, is currently behind schedule.
23. Refining of the project schedule with Bluehaven and Sands Avenue design is ongoing.
24. To mitigate any risk to the project, quarterly TCC/ Bluehaven PCG meetings will be held to discuss any issue that arises. Additionally, fortnightly meetings are scheduled with both Bluehaven and Te Okuroa Drive project designer for information sharing to ensure cohesion.

Te Tumu

25. The SSBC for the key Te Tumu transport corridors has been submitted to NZTA for endorsement, expected to be in 2025. Due to the long timeframe of the future urban growth area no funding is currently being requested, just endorsement of the SSBC process and high-level concepts of the key transport corridors. This includes acknowledgement of The Boulevard requiring bus lanes to provide PT priority to this growth area.
26. Te Tumu Plan Change is in working progress, with a target of the plan change being operative by 2026. The SSBC will provide input to the direction and staging of the transport requirements, through an Integrated Transport Assessment (ITA) process.

Keenan Road Urban Growth Area & PT:

27. The Indicative Business Case (IBC) provides the optioneering assessments at an indicative level. In conjunction with the NZTA initial Independent Quality Assessment (IQA), TCC are reviewing the level of information within the business case to inform the development of the plan change and support an Integrated Transport Assessment (ITA). This forms part of the broader plan changes feasibility assessment currently underway. The IBC is due to complete by the end of November 2024.
28. The key risks to the timely completion of the IBC and the development of the DBC include additional costs incurred throughout the project which are currently being scoped with NZTA.

Papamoa East Interchange:

29. The project remains on track to be delivered within budget. Meanwhile, Stage 4, the Te Okuroa Drive extension to Te Tumu (PEI4) is underway, with Stage 1 construction (bulk earthworks and utilities) underway and Stage 2 (roading) in detailed design.
30. Looking ahead, both projects are expected to continue their timelines, with PEI3 anticipated to be completed by mid-2026. PEI4's Stage 2 detailed design is also in progress. Cost estimates are being developed and the completion of the construction is due by June 2025.
31. Key risks included a potential issue with the stabilisation of the Sands Avenue Road

identified during post-construction coring for PEI3, which may have required remedial options but has now been addressed.

Tauriko Urban Growth Area Enabling Works (NZTA led):

32. The project remains on track for timely delivery within budget. Construction is progressing well on Separable Portion 1 (Redwood/Kaweroa Roundabout), and the construction of Separable Portion 2 (Northern Access and SH29/Cambridge Rd Intersections) commenced in September 2024 following the confirmation of the award in July. The scope has been confirmed with no substantive changes, and a value engineering opportunity has been realised by reducing the extent of a retaining wall along SH29 between Cambridge Rd and Takitimu Drive.
33. Currently, construction is underway, with Separable Portion 1 on track for completion in 2025 and Separable Portion 2 scheduled for completion in 2027. Detailed works methodology planning and programming for Separable Portion 2 are being undertaken by Downer, with a focus on traffic management to minimise disruption.
34. In the coming months, a key focus will be on refining the traffic management plans to mitigate any operational network impacts, particularly regarding delays to SH29 traffic. Workshopping is planned for October to address potential lane closures and detours that could affect Cambridge Road and SH29 operations.
35. Key risks include the impact of construction and traffic management, which could result in significant community impacts due to potential delays. To mitigate this, a baseline methodology has been developed to ensure most works can be conducted offline, thereby minimising traffic disruption. Traffic management has been emphasised as a critical factor in the construction contract.

State Highway 2 Revocation PBC (NZTA led):

36. A paper on the Programme Business Case and proposed next steps has been submitted to the NZTA Values, Outcomes and Scope (VOS) committee (NZTA Source) in September 2024.
37. NZTA consulted on the decision to toll or not toll Takitimu North Link (TNL) with all its partners including their iwi partners; consultation closed Monday 7 October. TCC Council approved the submission of the SH2 Revocation paper on 14 October.
38. TCC now seeks to engage further on the issues set out in the submission and be given further opportunity for feedback before decisions are made. TCC supports tolling the TNL in principle though believes a lower toll would achieve better overall outcomes for road users and communities.
39. Main comms & engagement will be through TNL project and project specific workshops. Public engagement scheduled after and before the commencement of a Detailed Business Case (DBC) covering the Bethlehem town centre.
40. TCC is awaiting confirmation from NZTA on timing to begin a Detailed Business Case (DBC) for the Bethlehem area of the existing SH2. The confirmation is expected to be issued post NZTA tolling decision due mid-2025 and the public engagement. Revocation handover is likely to be when TNL opens i.e. 2028.
41. There are currently no identified risks the project programme.

BOPRC Comment on SH2 Revocation PBC

42. BOPRC also submitted on the TNL tolling proposal on 4 October 2024. BOPRC support the proposed tolling proposal in principle due to the overall project benefits to the region's transport system, public transport, and the economy.
43. Key BOPRC feedback for NZTA to consider as part of the TNL toll proposal consultation process includes providing an exemption from tolling for public transport services, implementing a smart fare and capping system, reviewing toll fees in the region, ensuring regional consistency for toll applications and transparency of toll revenue use and

messaging, and consideration of public transport improvements to the future revocated SH2 corridor.

Tauranga Transport Model:

44. Since the last update, the modelling team has focused on enhancing the public transport ridership data within the model. These enhancements aim to improve the model's calibration, making it more responsive to changes in demand, particularly in vehicular demand. It is important to note that the Tauranga Transport Strategic Model (TTSM) does not directly generate public transport demand; rather, it derives public transport ridership from vehicular demand by extrapolating traffic volumes into public transport usage. The TTSM will further refine this extrapolation process using the Logit model, which converts traffic volumes into public transport ridership more accurately by aligning it with data from public transport surveys.
45. These assumptions are detailed in the latest TTSM update reports.
46. Currently, the team is working on integrating new bus routes and bus stops into the model. These inputs are being provided by the Western Bay of Plenty District Council (WBOPDC) and the Bay of Plenty Regional Council (BOPRC), with whom the Tauranga City Council (TCC) modelling team is actively collaborating. A key milestone ahead is the release of a person-based model in the first quarter of 2025.
47. At this stage, there are no significant risks anticipated for achieving the new release of the TTSM. However, inherent issues remain that hinder or prevent the model's accurate predictions, namely the 'dwelling time at bus stops' which is currently up to 30mins and the lack of an adequate bus interchange facilities in Tauranga.

Network Optimisation:

48. Following the presentation and submission of the Network Optimisation Programme to the TSP Executive Steering Group in March 2024, the group requested a more detailed assessment of how the programme could be implemented in a real-world environment on a specific corridor, focusing on the practical initiatives, responsibilities, and associated costs.
49. After review, the Papamoa to Mt Maunganui corridor was selected for detailed analysis due to limited prior strategic work. The study identified 15 additional optimisation activities that could be incorporated into future programmes.
50. Key next steps include:
    (a) Further investigation of each initiative, focusing on funding and design.
    (b) Managing all activities at a Programme level for better alignment and maximisation of return on investment.
    (c) Expanding the Optimisation Corridor Assessment to other key corridors in the western Bay of Plenty.

Low-cost Low risk projects (relevant to Public Transport):

51. There are currently no specific low-cost, low-risk projects identified that include public transport (PT) components. However, staff are in the process of prioritising projects due to the new GPS, and they will report on specific projects as they arise once an updated low-cost, low-risk programme has been finalised.

Speed Management Plan (SMP):

52. On-site implementation of school speed zones is almost complete at the eight highest-priority schools. Variable speed signs have been installed; however, the zones will remain inactive (electronic signs switched off, static signs covered) until the National Speed Limit Register has been updated to include the zones.
53. The project has been complicated by uncertainties due to actual and proposed changes to the Setting of Speed Limits Rule over the last twelve months. Council has previously decided that 40km/h variable zones around these schools were appropriate. The Rule was signed

into law on 28 September 2024 and specifies that all urban school zones must be 30 km/h, except where a 40 km/h limit was in operation prior to the Rule coming into force. This being the case, Council will be asked to approve the modification of these school zones to 30 km/h prior to them becoming active. This is simple to effect as the change was anticipated as a possible outcome.

54. All future school speed zones will be implemented as variable 30 km/h zones as required by the Rule. The Rule requires TCC to make all reasonable efforts to implement speed zones at all schools by 1 July 2026.

Bus Stop and Shelter Improvement Programme:

55. The project is complete, with practical completion issued in August 2024 and the final claim submitted in September 2024. All defects have been remedied, and project close out documentation is underway. About 140 new shelters were installed and upgrades to over 400 bus stops were completed.

BAY OF PLENTY REGIONAL COUNCIL PROJECT UPDATES

56. The Bay of Plenty Regional Council reports on its Public Transport projects via several existing implementation reporting methods as part of the:

    (a) Regional Land Transport Plan 2024-34 (RLTP);

    (b) Regional Public Transport Plan 2022-32 (RPTP); and

    (c) Public Transport Monitoring Report (Arotake).

57. A synopsis of each, including links to relevant monitoring and implementation information is provided, as follows.

Regional Land Transport Plan 2024-34 (RLTP)

58. The RLTP is the primary document guiding integrated land transport planning and investment in the Bay of Plenty Region. A copy of the adopted RLTP can be found here.

59. The most recent update on the implementation of the RLTP can be found in the RLTP Implementation Report 2021-24 which is located here. It includes projects for all TLAs, NZTA and BOPRC. A number of these are relevant to Public Transport project delivery.

Regional Public Transport Plan 2022-32 (RPTP)

60. The RPTP is the key statutory document for public transport planning and investment in the region. It guides the design and delivery of public transport services and infrastructure in the Bay of Plenty region. The RPTP takes a 10+ year view with a particular focus on the first three years.

61. An update on the RPTP via the Implementation Monitoring Report was provided at the previous Public Transport Committee on 24 September 2024. The RPTP Implementation Monitoring Report can be found here.

Public Transport Monitoring Report (Arotake)

62. Public Transport Arotake is Bay of Plenty Regional Council's Public Transport performance monitoring report and is published on a quarterly basis. The most recent report is the Arotake Tuawha 2023/24 – it covers the period from 1 April to 30 June 2024, and is located here. It provides an update on financial and non-financial performance of public transport, compared to what was agreed through Council's Long Term Plan 2021-2031. Key highlights from Arotake Tuawha 2023/24, include:

    (a) Total Tauranga network (Urban and School) patronage for the reporting period increased 16.7% on the same period last year. Full year patronage for 2023/24 was 25.2% higher than full year patronage in 2022/23.

    (b) Passenger patronage on the urban network was 478,508 an increase of 20.1% on the same period last year. Full year patronage on the urban network was

1,873,323, an increase of 30.7% on full year patronage for 2022/23.The Tauranga Urban bus service moved from a weekend timetable to 96% of the full timetable on 1 May 2024. This leaves only four routes remaining on a weekend timetable.

(c) School–Patronage for the Tauranga school network in Quarter 4 was 244,506. This is an increase in patronage of 10.7% on the same period last year. Full year patronage on the school network was 878,637, 14.9% higher than full year patronage in 2022/23.

63. The remainder of this project update, as follows, considers the most significant and current Bay of Plenty Regional Council led public transport centric projects.

PT Services and Infrastructure Business Case (PTS&I)

64. The PTS&I Business Case sets out a 30-year vision for public transport for the Tauranga urban network using a future through-routed urban network model for buses. The business case identifies a supporting 3, 10 and 30-year infrastructure programme of projects to support operation of the future through-routed network model and achieve the overall 30-year vision. The project is jointly funded by NZTA, TCC and BOPRC.

65. The business case was completed in May 2024, and a revised 3 and 10-year programme of work (to better align with the GPS on Land Transport priorities) completed in July 2024. However, the business case was not funded in this round of the NLTP. Without funding contribution from NZTA, the PTS&I Business Case cannot be implemented in its current form. This risk is known by the project partners and staff involved in the project.

66. Staff are working closely with the TSP project partners and NZTA regarding possible alternative delivery opportunities going forward. An update will be provided in due course.

Tauranga Bus Network Review

67. The Tauranga Bus Network Review has not yet been scheduled. Staff are currently working through the forward work programme which will consider how funding allocations from the NLTP's continuous programme can be allocated to supporting a network review with an optimisation and efficiency focus. As this work progresses and a work programme and funding allocations are cemented, further certainty can be provided.

Tauranga South On Demand Trial

68. The Tauranga South On Demand trial covers Tauranga South, including Gate Pa, Greerton, Parkvale, Pyes Pa, Tauriko, and The Lakes. The trial went live on 25 March 2024.

69. On 1 October 2024 a milestone was reached with 20,000 total passenger trips for the service. Monitoring of the trial and reporting of this takes place through the Bay of Plenty Regional Council's Public Transport Committee.

70. Key information on the trail can be found in Bay of Plenty Regional Council's Arotake report, as provided for above and located here, at pages 16-18 inclusive.

Travel Demand Management (TDM) (BOPRC & TCC)

71. This programme was not funded in the NLTP, and staff are exploring opportunities for delivery without NZTA funding support.

72. Separately, a customer segmentation research project is currently underway. This project seeks to improve how BOPRC promote public transport services in the region, by surveying transport and public transport customers on their wants and needs for travel. All surveyed responses will be documented in a summary report when completed. An update on this will be provided by staff when this project is completed.

National Ticketing Solution

73. The National Ticketing Solution (NTS) is a partnership between the New Zealand Transport Agency Waka Kotahi (NZTA) and 13 Public Transport Authorities (PTAs) which will provide a range of easy-to-use payment methods for all public transport across the country. These include payment by contactless debit or credit cards, Apple Pay and Google Pay, and

prepaid cards and tickets.

74. Planning for the project is underway with a scheduled go live date of July 2025. Staged releases of NTS functions, for example contactless payments and tag-on-tag off, are being implemented across New Zealand leading up to the July 2025 go live date.

75. The key project risk relates to the different NTS functions being released in stages across New Zealand. Should other parts of New Zealand face difficulty implementing the staged releases of NTS functions, this will impact the timeframe in which NTS can be implemented in the Bay of Plenty.

Fares Review

76. The Fares Review project seeks to review existing fare structures for public transport services operating in the Bay of Plenty Region. The purpose of this is to achieve greater farebox recovery, revenue generation and value for money from public transport services, which better aligns with the GPS on Land Transport priorities. The project is to be completed and implemented into the fare structure for regional public transport services by June 2025 to align with the National Ticketing Solution (NTS) implementation. To date, the project has achieved the following milestones:

    (a) Regional Council workshop on 5 September 2024 – considered the key drivers for project in the current operating environment and tested broad direction including key principles and appetite to consider school student fares as part of review.

    (b) Public Transport Committee (PTC) workshop on 24 September 2024 – seeking direction on key fare system components such as concessions and fare products e.g. fare capping.

    (c) Consultation will be undertaken alongside key stakeholders and includes an online ‘participate page’ developed for ongoing community consultation.

77. Key upcoming project milestones include a PTC workshop on 1 November 2024, a PTC meeting on 19 November 2024, and a final (if recommended) Regional Council meeting on 11 December 2024.

78. Key risks to not completing the Fare Review project include failing to align with deadlines for NTS configuration, and community backlash on possible unpalatable fare structure recommendations. These risks are all known and being managed accordingly by the project team.

NEXT STEPS

79. The TSP partners continue to progress the projects and workstreams identified in this update report.

ATTACHMENTS

Nil

9.2 Connecting Mount Maunganui - Presentation

File Number: **A16873606**

Author: **Aimee Aranas, Governance Advisor**

Authoriser: **Anahera Dinsdale, Acting Team Leader: Governance Services**

PURPOSE OF THE REPORT

1. To give an update on the status and direction of the Connecting Mount Maunganui project. This update will include details of the new emerging preferred option and an overview of the next steps to develop the project.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

(a) Receives the report "Connecting Mount Maunganui - Presentation".

ATTACHMENTS

1. Updated Connecting Mount Maunganui Presentation - NZTA - A16959502

Connecting Mount Maunganui

Joint Public Transport Committee

7 November 2024

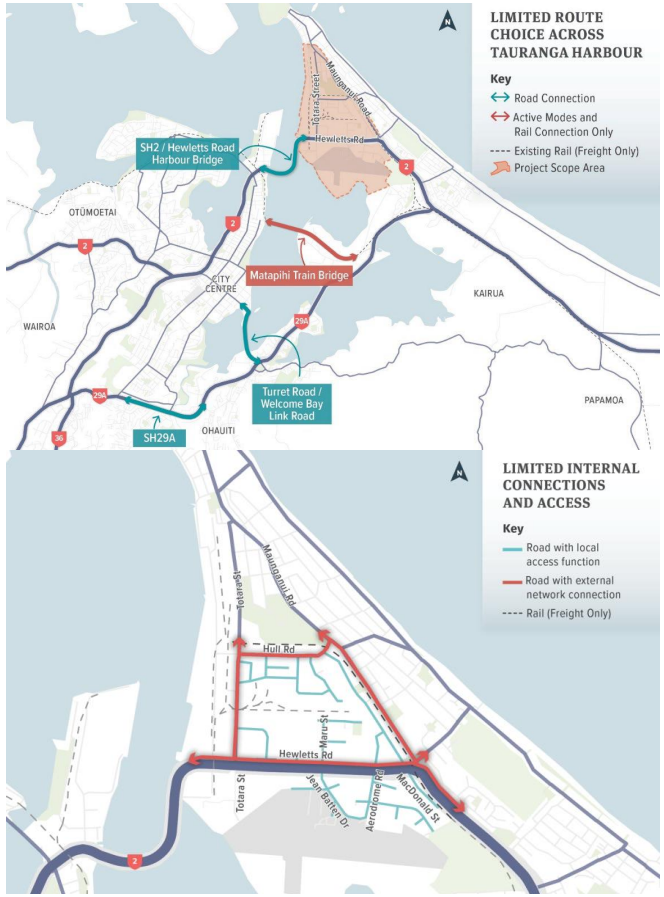
Agenda

1. Connecting Mount Maunganui Project
2. Managed T3 lanes on SH2/Hewletts Rd
3. Funding
4. Next steps

NZ Transport Agency

High volumes, limited route choice & road space, & poor internal connections are causing problems

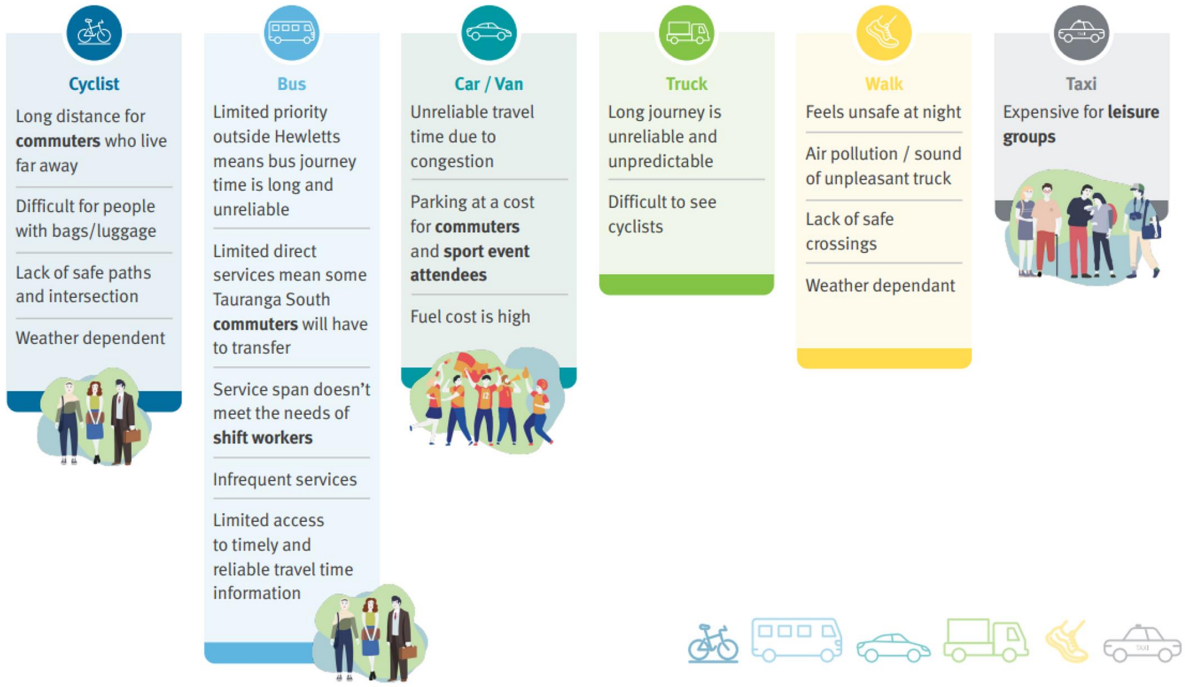
- Increasing freight demand to the Port of Tauranga and associated businesses and population growth are consistently forecast in Western Bay of Plenty and Tauranga.
- SH2/Hewletts Road and the surrounding road network are the crucial ‘last mile’ connection between the Upper North Island (UPI) freight network and the Port of Tauranga and supporting logistics businesses.
- SH2/Hewletts Rd and surrounding local roads provides access to many of the sub-region and city’s key destinations.
- The Connecting Mount Maunganui project scope is one of three routes available across/ around the Tauranga Harbour and is a well-known choke point with high traffic volumes, congestion, limited transport choice, and little network resilience.



NZ Transport Agency

Community engagement has shaped the Connecting Mount Maunganui project

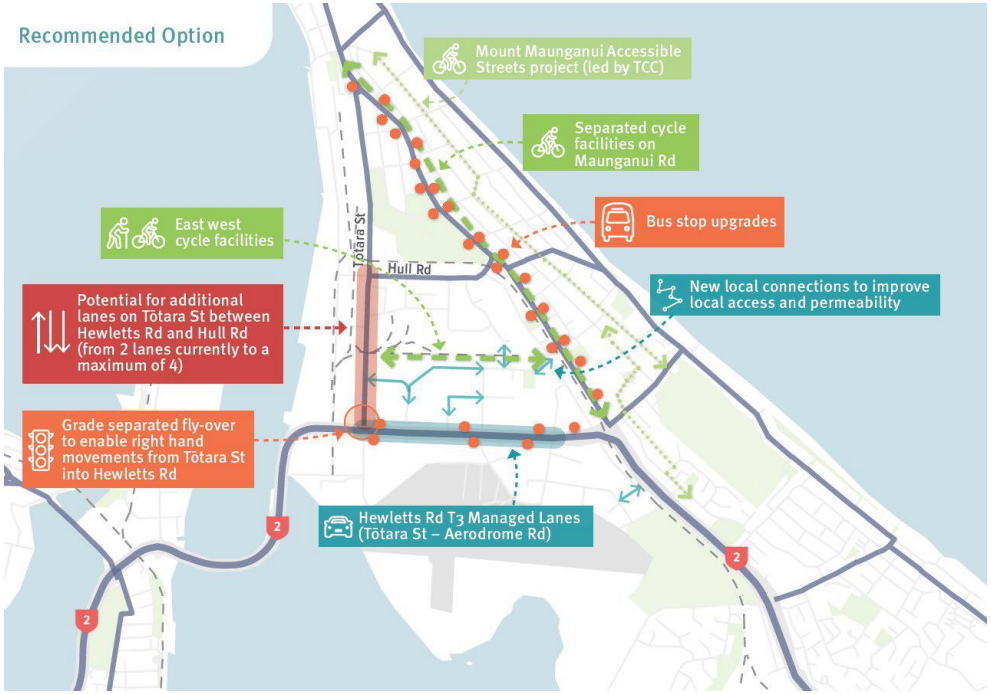
- Mana whenua has been involved as a project partner for the start.
- Businesses and representative organisations have been involved.
- Representative community surveys have been undertaken and used to influence the design of the options.
- TCC's Mount Maunganui Spatial Plan project has provided further engagement opportunities.
- Project website and newsletters are available, and further engagement will take place to support the next project phases.



NZ Transport Agency

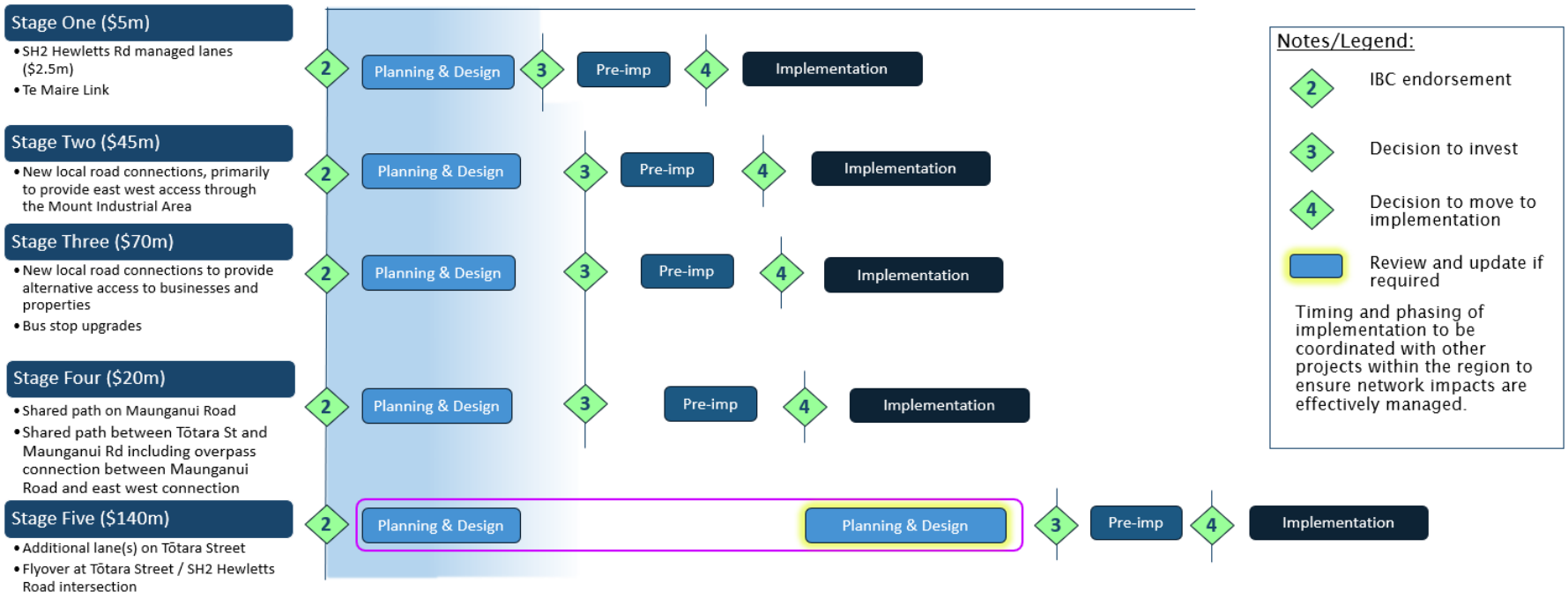
The recommended option will enable more effective, reliable & safe movements

- The recommended option has been developed to improve journey reliability and increase efficient and safe movement of people and goods by:
  - Opening local road connections (removing cul-de-sacs and joining up two existing roads to create a new local road connection between Tōtara St and Newton St) within the Mount industrial area/ airport precinct to improve accessibility.
  - Improving the intersection at Tōtara St onto SH2/Hewletts Rd.
  - Installing managed lanes (T3) on the existing bus lanes to increase throughfare in the short term.
- The BCR is estimated to be in the range of 0.98 - 1.30.



NZ Transport Agency

The delivery pathway is based on 5 stages to manage cost, disruption and risks



All stages are subject to funding.

NZ Transport Agency

Managed lanes on SH2/Hewletts have significant benefits

- Analysis suggests T3 lanes can provide travel time savings for vehicles without notable impacts to buses.
- The economic benefits for T3 Lanes are significant, with the BCR calculated at 7.7 based on a 10-year assessment period.
- Some minor works (additional lane markings, traffic device changes, safety improvements to manage merging, signage, and enforcement equipment) are required.
- Funding opportunities will be explored to progress SH2 Hewletts Road managed lanes including design, development of the enforcement options, and public consultation.
- TCC will manage enforcement as per existing arrangements for traffic and stationary offences on the Tauranga state highway network.
- Public consultation and engagement with stakeholders is necessary prior to implementation
- T3 lanes are 'staff endorsed' by BOPRC from discussions with NZTA.

Funding

- The Connecting Mount Maunganui project is not currently included in the 2024-27 NLTP.
- NZTA Board endorsement of the IBC will be sought, along with funding to progress the managed lanes on Hewletts Rd.
- The total project costs are estimated at $280m - $375m, but these costs will be refined over time.
- Tauranga City Council share is estimated to be in the vicinity of $130m.
- The cost estimate is aligned with the early project stage and is subject to change.

Stage 1 – estimated costs = $5m

- SH2 Hewletts Rd managed lanes
- Te Maire Link

Stage 2 – estimated costs = $45m

- New local road connections, primarily to provide east west connection

Stage 3 – estimated costs = $70m

- New local road connections to provide alternative access to businesses and properties
- Bus stop upgrades

Stage 4 – estimated costs = $20m

- Shared path on Maunganui Road
- Shared path between Tōtara St and Maunganui Rd including overpass connection between Maunganui Road and east west connection

Stage 5 – estimated costs = $140m

- Additional lane(s) on Tōtara Street
- Flyover at Tōtara Street / SH2 Hewletts Road intersection

NZ Transport Agency

Next steps

By the end of 2024 we expect to:

- Seek Tauranga City Council's formal endorsement of the updated IBC.

In 2025:

- Seeking a NZTA Board decision to endorse the IBC and funding to progress managed lanes on SH2 Hewletts Road.
- If funding is approved, we expect to start progressing the managed lanes on SH2 Hewletts Road including design, development of the enforcement system with TCC, and public consultation.

NZ Transport Agency

9.3 Tauriko West Public Transport Hub

File Number: **A16757780**

Author: **Colm Hartigan, Principal Transport Planner**

Authoriser: **Nic Johansson, General Manager: Infrastructure**

PURPOSE OF THE REPORT

1. To seek direction on the Tauriko West Public Transport Hub project in Tauranga and communicate the funding allocated in the 2024-27 National Land Transport Programme.

RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

(a) Receives the report "Tauriko West Public Transport Hub.

(b) Notes that the planned Tauriko West Public Transport Hub (PT Hub) did not receive funding sought through the National Land Transport Plan 2024-2027 (NLTP) for construction.

(c) The Committee agrees and endorses:

(i) Revising the preferred location for the PT Hub to Option 1 On-Street along Taurikura Drive.

(ii) Submitting, to NZTA, a request to change the scope of the currently allocated PT Hub Design and Pre-Implementation funding to align with the preferred Option 1 On-Street location.

(iii) TCC to negotiate with Tauranga Crossing Limited to enable the PT Hub to proceed with Option 1 On-Street - including advancement of land requirement discussions.

(iv) That Option 1 On-Street will be taken forward to detailed design subject to approval from NZTA and successful negotiation with Tauranga Crossing Limited.

(v) Notes that the $1.14M funding allocated to design, pre-implementation and contingency for the Off-Street PT Hub would be reallocated to design, construction, and contingency for stage 1 of Option 1 On-Street.

EXECUTIVE SUMMARY

2. The PT Hub is currently planned as an Off-Street facility near the main entrance of Tauranga Crossing. The cost of design, construction, and contingency is estimated as $12.8M.

3. An On-Street location (Option 1) would give greater value for money. A rough order initial cost estimate places this at $2.5M (design, construction, and contingency) and could be delivered in two stages to align with funding availability and efficiency of construction. This option has a possible saving of $10M+.

4. In addition, Funding for construction of the Tauriko West PT Hub (**PT Hub**) was not approved in the 2024-27 National Land Transport Programme as funding for public transport was reduced in the Government Policy Statement on Land Transport 2024 (**GPS**).

5. As Taurikura Drive Upgrade (**TDU**) works are proposed for construction in February 2025, a decision on the PT Hub is required to endorse the On-Street location and create significant cost savings for Council.

6. The On-Street location was ranked second in the Tauriko West Public Transport Interchange Location Assessment (September 2022). Given the current policy environment and clear direction from Councillors, staff have increased the weighting of value for money. This update ranks Option 1 On-Street first.

7. Key impacts of switching to Option 1 On-Street:

   (a) Bus customers – The On-Street location would require passengers to wait directly next to a main road which is less pleasant and less safe. It would require some passengers to cross Taurikura Drive at a two-stage signalised crossing. It is further from amenities and from the main entrance to the shopping mall – a key destination in the area. The location may reduce travel times for buses and thus bus customers. These changes have the potential to affect patronage.

   (b) Cost – Option 1 On-Street creates significant construction and operations cost savings.

   (c) Delivery – Stage 1 (layovers, access, one shelter) would be built concurrently with the TDU for cost savings. Option 1 - Stage 2 (other shelters) would be timed to be ready for the public transport service uplift, when it occurs, further reducing the need for expenditure now.

BACKGROUND

8. The Western Bay of Plenty Public Transport Reference Case (September 2022) identified that a PT Hub would be required with four bus bays, two layovers, driver bathroom and break facilities and is currently planned as an off-street facility located in the Tauranga Crossing carpark near their main entrance with funding for the design of the off-street PT Hub being approved by NZTA and TCC.

9. The Government Policy Statement on Land Transport 2024 (**GPS**) reduced the funding available for public transport. Subsequently in July 2024, the 2024-27 National Land Transport Programme (**2024-27 NLTP**) did not allocate funding to the construction of the off-street PT Hub.

10. The PT Hub was timed to be designed and built ready for the planned 2027 public transport service uplift managed by Bay of Plenty Regional Council. The Bay of Plenty Regional Council Business Case to support this uplift of services was also not approved in the 2024-27 NLTP so is expected to be delayed.

11. An Agreement has been entered into for TCC to licences the area for the off-road PT Hub with the possibility to delay the construction of the off-road PT Hub until June 2030.

12. As part of the Tauriko West Enabling Works Project, the Taurikura Drive Upgrade (**TDU**) was identified and prioritised in the Transport System Plan (**TSP**) due to anticipated future congestion. The TDU includes public transport priority lanes, two signalised intersections with priority lanes for busses accessing the PT Hub, shared footpaths and cycleways, two layovers, two interim bus bays and one bus shelter.

13. Construction of the TDU is scheduled to begin in February 2025. A decision about changing preferred location of the PT Hub, prior to construction commencing, could create cost savings.

14. The Tauriko West Public Transport Interchange Location Assessment (September 2022) considered nine locations (**Appendix A**). Staff, with staff from BOPRC, have updated the multicriteria assessment for the two highest ranked options (**Appendix B**).

15. If the weighting given to financial fundability is increased to 9% or higher, then the On-Street location is preferred.

OPTIONS ANALYSIS

16. The options analysis is attached as **Appendix C**.

17. Staff recommend that Option 1: construct the On-Street PT Hub in two stages is taken forward for further exploration.

FINANCIAL CONSIDERATIONS

18. The current budgets for the PT Hub are:

    (a) PT Hub design $0.76M + $0.38M contingency = $1.14M

    This funding is approved as 51% FAR NZTA and 49% IFF

    (b) PT Hub construction $7.7M + $3.9M contingency = $11.7M

    This was assumed to be 51% FAR NZTA and 49% IFF based on co funding through the 2024-27 NLTP. This was not approved in the 2024-27 NLTP.

19. PT Hub construction is eligible for up to 65% IFF funding. There is currently a shortfall of 35% of the cost of construction and contingency. This could be provided through loan funding as per option 2c.

20. For Option 1, the rough order of design and construction costs are expected to be circa $1.9 million plus $0.6 million risk and contingency giving a total of $2.5 million.

RISKS

21. There is a risk that NZTA may not approve the request to change the scope. In that eventuality the $0.6M of FAR would not be able to be used for Option 1 On-Street. Council would need to decide how to proceed. Either IFF funding could be increased to 65% with the remainder debt funded, or another of the options could be taken forward. Staff are mitigating this risk through consultation with NZTA.

22. None of the options have been through a detailed design phase. This increases the uncertainty of the cost estimates for all options.

23. The front bus stop on the southeastern side of Taurikura Drive is relatively close to the Whiore Ave roundabout. Pulling out of the roundabout to then turn right or making a U-turn may be difficult. This risk and potential mitigations need to be explored at the next stage.

NEXT STEPS

24. A paper will be prepared for the Project Planning and Monitoring meeting on 25 November seeking approval for Option 1.

25. Provide an update at the next Tauranga Public Transport Joint Committee.

26. Staff will continue to engage with and discuss the options with TCL, BOPRC, and NZTA.

27. Refine the design and cost estimate of Option 1 On-Street.

ATTACHMENTS

1. **Appendix A Tauriko West Public Transport Interchange Location Assessment - A16950381**
2. **Appendix B Multicriteria Assessment Staff Update 2024 - A16952030**
3. **Appendix C Options Analysis - A16952031**
4. **Appendix D Compulsory Sections - A16952039**

Waka Kotahi NZ Transport Agency

TAURIKO WEST PUBLIC TRANSPORT INTERCHANGE

LOCATION ASSESSMENT

9 SEPTEMBER 2022

FOR INTERNAL USE

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TAURIKO WEST PUBLIC TRANSPORT INTERCHANGE LOCATION ASSESSMENT

Waka Kotahi NZ Transport Agency

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REV	DATE	DETAILS
2	9 September 2022	Hybrid Public Transport Update

	NAME	DATE	SIGNATURE
Prepared by:	Harriet Henderson & Rhys Millier	21 December 2021	
Reviewed by:	Chris Groom	21 December 2021	
Approved by:	Mike Meister	16 December 2021	

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TABLE OF CONTENTS

1 PROJECT BACKGROUND

1.1 CONTEXT

To support a safe and sustainable community and growth in the Western Corridor of Tauranga, a range of options have been developed for the long-term (10 plus years) improvements to SH29 and SH29A, and short-term improvements to provide access and improve safety.

Alongside the state highway upgrades there are options for significantly improving walking and cycling and high frequency public transport connections through the area.

The transport plan for the Western Corridor places importance on public transport solutions, walking and cycling, and local road networks for local journeys.

SH29 is the key route connecting the region with Auckland, Waikato, and the Upper North Island. This route supports the economic success of the Western Bay of Plenty. It is vital that growth and liveability, and safety and productivity go hand in hand.

The Urban Form and Transport Initiative (UFTI) Connected Centres programme outlines how vital a multimodal transport system in Tauranga is to ensure existing and future communities are connected by frequent public transport services along prioritised public transport corridors.

Enabling more people to move via public transport will improve freight access. Providing access to a network of safe and accessible cycling, walking and personal mobility routes supports connectivity to local shops, schools, and other services, as well as accessing neighbouring communities.

The other benefit is a range of transport choices and the opportunity for people to live close to work. This will help reduce transport carbon emissions over time. It is as much a priority to increase the attractiveness of public transport and walking, cycling and other active modes as it is to improve safety and access of the state highways.

The project team is working on developing the long-term emerging preferred option in more detail. This includes plans for dedicated lanes and priority at key intersections and identifying the preferred location for a Public Transport (PT) interchange to support the number of buses expected to operate through Tauranga Crossing, Tauriko West and the wider Western Corridor.

1.2 TAURIKO LONG TERM PT NETWORK PLAN

The future PT Service Plan for the Western Corridor has been developed around a “hybrid” model (Figure 1). Version 1 of this report was developed around the “hub-and-spoke” model. The purpose of version 2 is to update this assessment report based on the “hybrid” model. Version 2 indicates the interchange at Tauranga Crossing (where Lakes Boulevard and Cambridge Road connect to), which enables commuters from the Tauriko Business Estate and Tauriko West to transfer at the interchange to services that travel into central Tauranga and beyond.

The Service Plan indicates that Tauranga Crossing is a natural hub where most roads in the area meet and the centre is a significant attractor in the area. In addition to the combination of express services to Tauranga’s CBD and local services, school services will also be provided.

The service levels in the plan are based on a full build out of the Western Corridor growth areas. It is expected that services will be introduced in a staged approach as development occurs.

A new long-term PT interchange facility is required at Tauranga Crossing to cater for up to 16 buses per hour and accommodate up to 6 bus bays, made up of the following: 4 bus bays for pick-ups and set-downs (2 in each direction and including school services), 2 bus bays to accommodate layovers and driver breaks, no formal provision for Intercity buses.

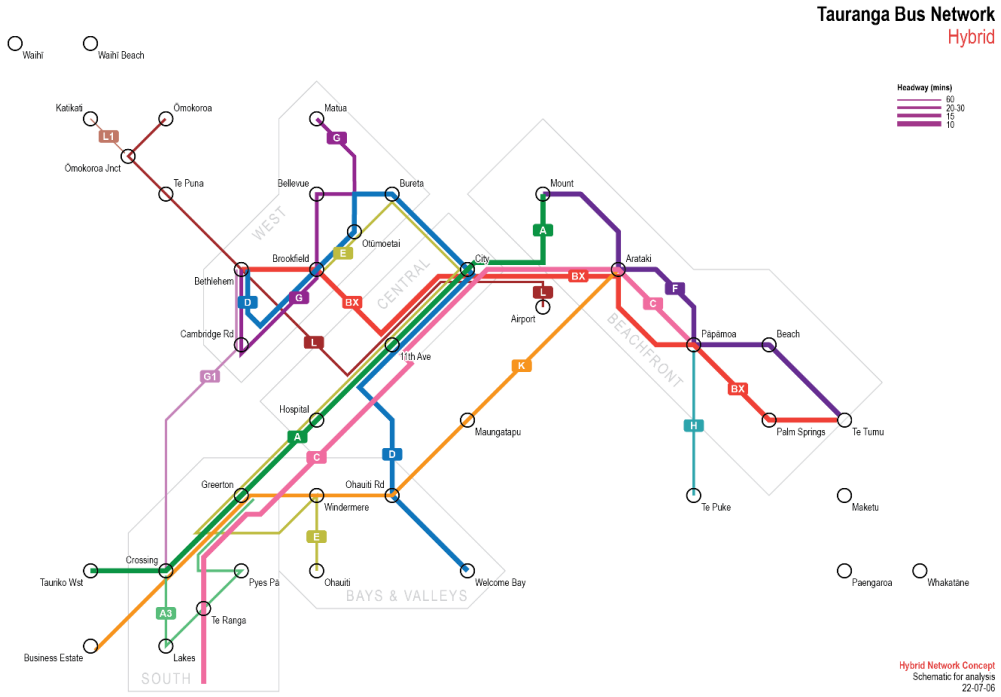


Figure 1: Proposed future PT service plan for the Western Corridor (Source: Bay of Plenty Regional Council)

1.3 SCOPE

1.3.1 PURPOSE

The purpose of this study is to provide technical inputs into the Tauriko West Detailed Business Case (DBC) covering site identification for a future PT Interchange facility.

For the purposes of this study, it is assumed that the strategic need for a PT interchange facility (the "why") has already been determined through the DBC to date and as identified in Tauriko Long Term Network Plan.

This assessment is to determine what facility is needed ("the design requirements") and where is the optimum location.

Figure 2 indicates the study area for this location assessment. This study area was chosen because it is the point at which bus services converge and it is also a key destination for local trips. The boundary of this was agreed in advance with the Steering Group (including representatives from Waka Kotahi, Tauranga City Council and Bay of Plenty Regional Council).

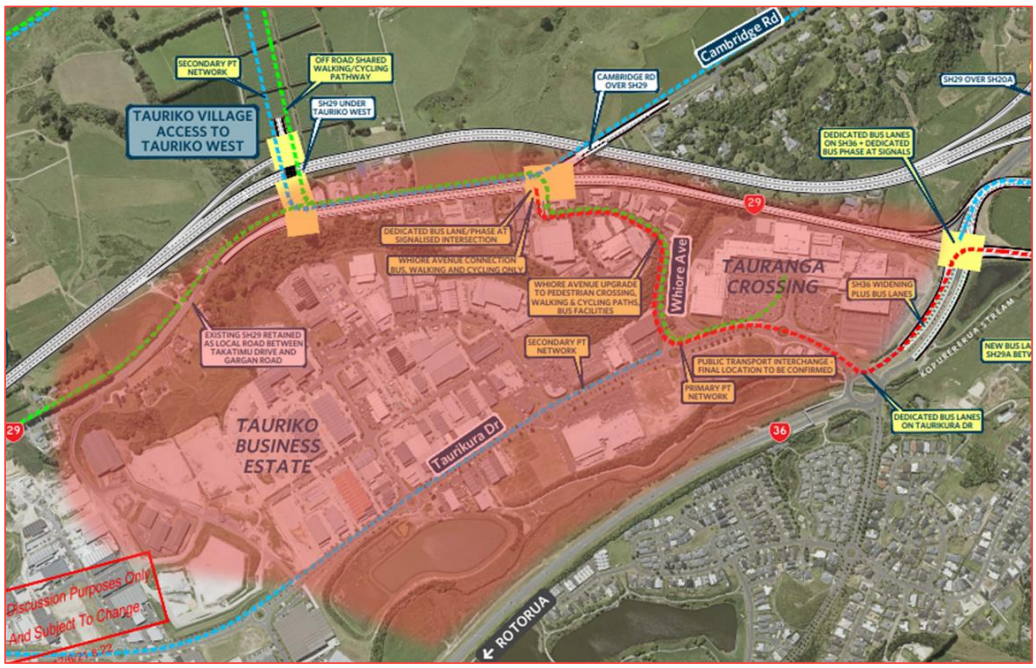


Figure 2: Study area

1.3.2 INFORMATION / DATA PROVIDED

Several client data sources were provided by TCC and BOPRC to assist in the review. These included:

- 2021-02-14 –Tauriko Network Plan – Long Term Network Plan
- Public Transport Interchange Options and Requirements Technical note, prepared by MRC; dated 21 September 2018

- Waka Kotahi Interchange Design guidelines (draft) and the suite of information available from Waka Kotahi's Public Transport Design guidance (published online)

1.3.3 APPROACH

A summary of assessment approach is highlighted in Figure 3 below.

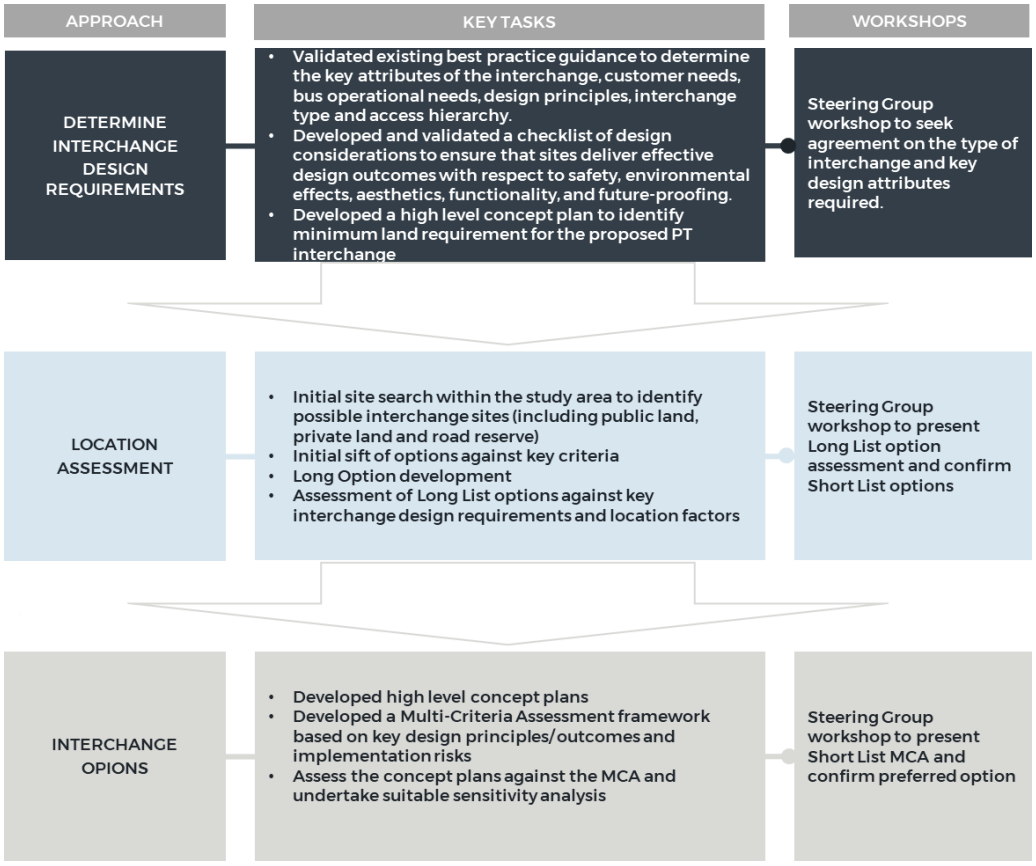


Figure 3: Location Assessment Approach

2 INTERCHANGE DESIGN REQUIREMENTS

2.1 INTERCHANGE CATEGORIES

There are different types of interchanges based on its function within the wider transport network, and how it will interface with adjacent land uses. There are four main types of interchanges, their characteristics are outlined below.

2.1.1 CITY GATEWAY

Found in an urban setting, surrounded by high value, intensive, mixed land uses and high spatial constraints. These are major intermodal transit interchanges with high frequency rail and/or other frequent services and a very high volume of pedestrians. Park & Ride is not desirable or viable due to high land values, overall space constraints and the likelihood that these stations are predominantly journey destinations rather than trip generators.

We do not envisage the PT interchange at Tauranga Crossing being a City Gateway interchange.

2.1.2 DESTINATION GATEWAY

Found in established suburban settings, a local hub with valuable, intensive and mixed land uses in addition to high densities and spatially constrained environments. Serve key destinations, such as town centres, hospitals, universities. Park & Ride and Kiss & Ride are not usually appropriate due to spatial constraints and the impact that additional traffic can have on local congestion.

The PT interchange at Tauranga Crossing could have characteristics of a Destination Gateway.

2.1.3 LOCAL GATEWAY

Predominately residential or employment, with limited retail, leisure or hospitality activities. Likely to attract a broad range of access modes from walking and cycling to private vehicles. Last mile travel choices become important, and Park & Ride may be desirable.

The PT interchange at Tauranga Crossing could have characteristics of a Local Gateway.

2.1.4 DEDICATED TRANSPORT HUB

Limited retail, education, leisure, or hospitality activities. Perform a key function within the transport network providing opportunities to access and transfer between a range of public transport services. Broadens the catchment of the network. Likely to be a much higher volume of transit passengers than any other user, they are likely to be intermodal, with high frequency rail and/or other frequent service.

The PT interchange at Tauranga Crossing could have characteristics of a Dedicated Transport Hub.

2.2 DESIGN CONSIDERATIONS

2.2.1 MODAL PRIORITY

Travelling to and from public transport, known as the 'first and last mile', is crucial for each public transport journey. Provision for access to public transport facilities must be prioritised into a modal hierarchy. The access hierarchy determines the proximity and level of amenity and is a key component when planning the layout of an interchange.

Generally, pedestrians and cyclists should have the most direct access to the interchange, while commuter parking should be given the lowest priority allocation of space. However, the modal priority needs to be tempered based on the people groups using and interacting with the interchange. The access hierarchy is shown below in Figure 4.

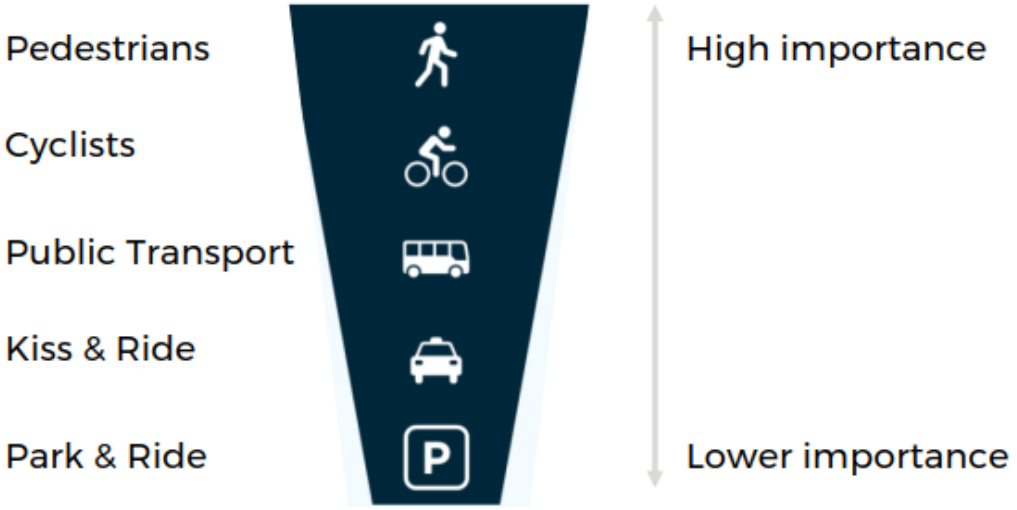


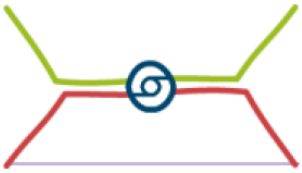
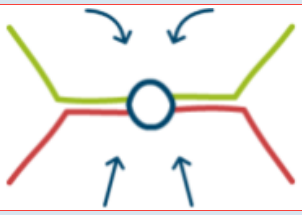
Figure 4: The Modal Hierarchy

Tauranga Crossing shopping centre is not located in close proximity to any residential areas, so the likelihood of pedestrians accessing the interchange is very low. Therefore, in this case, cyclists and public transport may have a higher access priority than pedestrians. It will be important to provide good pedestrian access from the interchange to the shopping centre. Park & Ride is not desirable in this location because park & ride has the lowest access priority.

2.2.2 UNDERSTANDING THE CUSTOMER

An interchange layout is inherently driven by the customers, who will use and interact with. Understanding their requirements is critical to ensuring functional and fit to purpose design. The following user groups in Table 1 are likely to use the Tauriko PT interchange:

Table 1: Typical interchange user groups

User Groups		
Interchanging Passengers		Transit customers, transferring between services at an interchange.
Pass-Through Passengers		Transit customers who travel through an interchange remaining on the same service.
First/Last Mile Passengers		Transit customers who are beginning or ending their trip at an interchange.
Operators		Vehicle drivers, maintenance staff, interchange staff or retail.

2.2.3 TRANSPORT CONTEXT

Operational and design requirements are driven by the transport context. Therefore, it is important to understand the following:

- Integration with surrounding land user
- Existing PT demand and expected/forecast PT demand (travel behaviour)
- Primary interchange purpose
- Vehicle types and dimensions
- Network changes required for function and role of interchange within wider network
- Emerging modes and technologies to better serve passenger movements
- Access hierarchy
- Essential operational facilities

2.2.4 LOCATION

In addition to the following factors that influence the location of an interchange, an interchange should also be placed in an accessible and convenient location.

- Transit Orientated Development Potential (TOD)

Development in the area surrounding the interchange should be planned and located to prioritise and maximise transit as the main mode of access. There are benefits in locating interchanges in areas where there is higher potential for development or densification.

- Trip Attractors & Generators

Located close to major patronage generators and key community facilities, such as schools, universities, employment areas, town centres, hospitals, retail centres. Public transport supporting land-use planning will enable public transport to be considered for more trips meaning increased demand and patronage

- Network & Connections

Located and arranged to make transfers between services comfortable and minimise route deviation of main trunk lines.

- Street Environment

Bus stops should avoid locations or layouts that mean the bus cannot enter or exit the stop readily, especially in busy traffic. Consider the routing of public transport services to an interchange, and how route length and congestion may impact service reliability.

- Safety

Located in easily visible and well-lit areas. Minimise opportunity for crime and increase perceptions of personal security.

- Severance

Location of infrastructure or public transport itself, and the effects on pedestrians, cyclists and local vehicular movement, as well as the perceived severance effects associated with loss of connection to the community.

- Catchment & Mobility

Positioned to increase walking catchment, close to intersections and pedestrian crossing facilities, and consider the quality of walking and cycling facilities. Locate interchanges close to facilities or destinations likely to be used by elderly or mobility impaired people.

- Environmental Impacts & Topography

Consider impacts of public transport infrastructure and services on surround areas (noise, air quality, visual impacts, severance. Consider topographical barriers such as hills, waterways.

3 LOCATION ASSESSMENT

3.1 LOCATION ASSESSMENT APPROACH

Tauranga Crossing Limited (TCL) have strongly supported a Western Corridor PT interchange to be located within the Tauranga Crossing shopping mall. However, in order to meet the requirements of the Resource Management Act 1991 (RMA), and the plans and policies which give effect to it, it was necessary to consider of a range of potential location options, when making a recommendation.

The process that has been undertaken and reported was established to show how the optioneering process satisfies the identification and analysis of alternatives and options under the RMA. Options were assessed using a Multi-Criteria Analysis (MCA).

3.1.1 MULTI CRITERIA ANALYSIS (MCA) APPROACH

The MCA is a useful tool to assist in decision making in uncertain situations and is particularly helpful when both tangible (for example, cost) and intangible (for example, cultural and environmental) factors are involved.

The MCA approach is widely accepted as a formal method to assist in presenting a range of competing information, in a clear and logical manner, and ultimately assist in identifying what is favourable and unfavourable about a particular option so a decision can be made about ranking any preferred option.

The MCA provides a framework to assess options against critical success factors, and opportunities and impacts. The MCA involves assigning scores to a set of chosen criteria or attributes for each option. Criteria or aspects have been chosen at the start of each assessment phase and cover attributes relevant to the project. These are reassessed at each phase to ensure updated information or need for change is reflected.

Decisions were made using a consensus approach and followed a robust discussion with key stakeholders. The methods used recognise that the preferred option is generally a compromise between achieving the greatest benefit, in the presence of some uncertainty, within the constraints and limits of the options available.

3.1.2 CRITERIA FOR EVALUATION

An MCA framework has been developed for each assessment phase, where a number of questions were prepared for each criterion, which sought to assist in determining the level of risk to each option.

Appendix A outlines the criteria used to compare options, through each assessment phase, along with a comparison against the Tauriko West Network Connection DBC MCA Framework. Each framework includes the four stages of assessment which the options are measured against. These include:

- Operational requirements driving mode shift
- Location factors driving mode shift
- Critical success factors (CSFs)
- Opportunities / impacts

3.1.2.1 KEY OPERATIONAL AND LOCATION FACTORS DRIVING MODE SHIFT

Options were assessed against key operational requirements defined with PT Service Plan and through engagement with the Steering Group. The location factors were defined based on Waka Kotahi's Draft PT Interchange Best Practice discussed in section 2.2.4 above.

3.1.2.2 CRITICAL SUCCESS FACTORS AND OPPORTUNITIES AND IMPACTS

Options were assessed against critical success factors (CSFs) to determine whether they resulted in an outcome with high technical complexity or presented outcomes with high levels of perceived risk that could inhibit progression of the option.

Opportunities and impacts look at specific elements of each option which may have an impact on the environment, property, people. These criteria also include considering the impacts of climate change when assessing and considering options.

3.1.3 LONG LIST OPTION ASSESMENT FRAMEWORK

The long list option assessment focused solely on the operational requirements and key location factors, as identified from Waka Kotahi's Draft Interchange Best Practice Guide.

The scoring allows for differentiation between options and can be used to rate both quantitative and qualitative measures within the MCA assessment.

A 5-point scoring system (Table 2) was applied to the long list option assessment.

Table 2: Long List scoring system

Description	Score
High potential / Exceeding requirements	4
Meeting Requirements	3
Medium Potential	2
Low Potential	1
Undesirable	0

3.1.4 SHORT LIST OPTION ASSESMENT FRAMEWORK

Following feedback from stakeholders at the long list workshop, the MCA framework was revised for the short list option assessment, and ensured it aligned with Waka Kotahi's MCA guidance and Tauriko West Network Connections Long-Term DBC. This is presented in Appendix A.

As part of the revised MCA for the short list option assessment, a 7-point scoring system (Table 3) was used.

Table 3: Short List scoring system

Magnitude	Definition	Score
Large positive (+ve)	Major positive impacts resulting in substantial and long-term improvements or enhancements of the existing environment.	3
Moderate positive (+ve)	Moderate positive impact, possibly of short-, medium- or long-term duration. Positive outcome may be in terms of new opportunities and outcomes of enhancement or improvement.	2
Slight positive (+ve)	Minimal positive impact, possibly only lasting over the short term. May be confined to a limited area.	1
Neutral	Neutral – no discernible or predicted positive or negative impact.	0
Slight negative (-ve)	Minimal negative impact, possibly only lasting over the short term, and definitely able to be managed or mitigated. May be confined to a small area.	-1
Moderate negative (-ve)	Moderate negative impact. Impacts may be short, medium or long term and are highly likely to respond to management actions.	-2
Large negative (-ve)	Impacts with serious, long-term and possibly irreversible effect leading to serious damage, degradation or deterioration of the physical, economic, cultural or social environment. Required major rescope of concept, design, location and justification, or	-3

3.1.4.1 WEIGHTINGS

The weighting of criteria was presented and agreed with the Steering Group in advance of the MCA workshop. Five weighting tests were agreed and are as follows:

- Test 1 – Focus on objectives
- Test 2 – High objectives
- Test 3 – High environmental focus
- Test 4 – High objectives weighted towards the operational requirements
- Test 5 – High weighting on objectives as well as Trip Generation, Safety in Design and Environmental

Table 4 and Table 5 below highlight the agreed weighting by theme and for each individual criterion, respectively.

Table 4 Agreed weighting by theme

SUMMARY	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5
Operational Requirements	50%	70%	25%	50%	40%
Location factors				20%	26%
Critical Success Factors	25%	20%	25%	30%	22%
Opportunities and Impacts	25%	10%	50%		12%
Sum	100%	100%	100%	100%	100%

Table 5 Agreed weighting by criteria and theme

WEIGHTING BY CRITERIA	TEST 1	TEST 2	TEST 3	TEST 4	TEST 5
Operational Requirements					
Bus bay capacity	7%	10%	4%	13%	10%
Network connections	7%	10%	4%	13%	10%
Ease of Access	7%	10%	4%	13%	10%
Interchange facilities	7%	10%	4%	13%	10%
Location Factors					
Trip Attractors/ Generators	7%	10%	4%	7%	10%
Severance	7%	10%	4%	7%	8%
Catchment and mobility	7%	10%	4%	7%	8%
Critical Success Factors (CSFs)					
Technical	6%	5%	6%	3%	4%
Safety in Design	6%	5%	6%	3%	10%
Financial Fundability	6%	5%	6%	3%	4%
Scalability	6%	5%	6%	3%	4%
Opportunities and Impacts					
Environmental Effects	5%	2%	10%	3%	4%
Climate Change Mitigation	5%	2%	10%	3%	2%
Climate Change Adaptation	5%	2%	10%	3%	2%
Property	5%	2%	10%	3%	2%
Urban Design and Landscape	5%	2%	10%	3%	2%
Impacts on Te Ao Maori	not scored	not scored	not scored	not scored	not scored
SUM	100%	100%	100%	100%	100%

3.2 INITIAL LOCATION SEARCH

An initial desktop property search was undertaken within the Tauriko Business Estate with the initial locations numbered in Figure 5 below. The key criteria for sifting this initial list of options were as follows:

- Land within public ownership
- Greenfield land/ undeveloped land
- Within road reserve
- Within close proximity to primary bus network (red dashed line below)

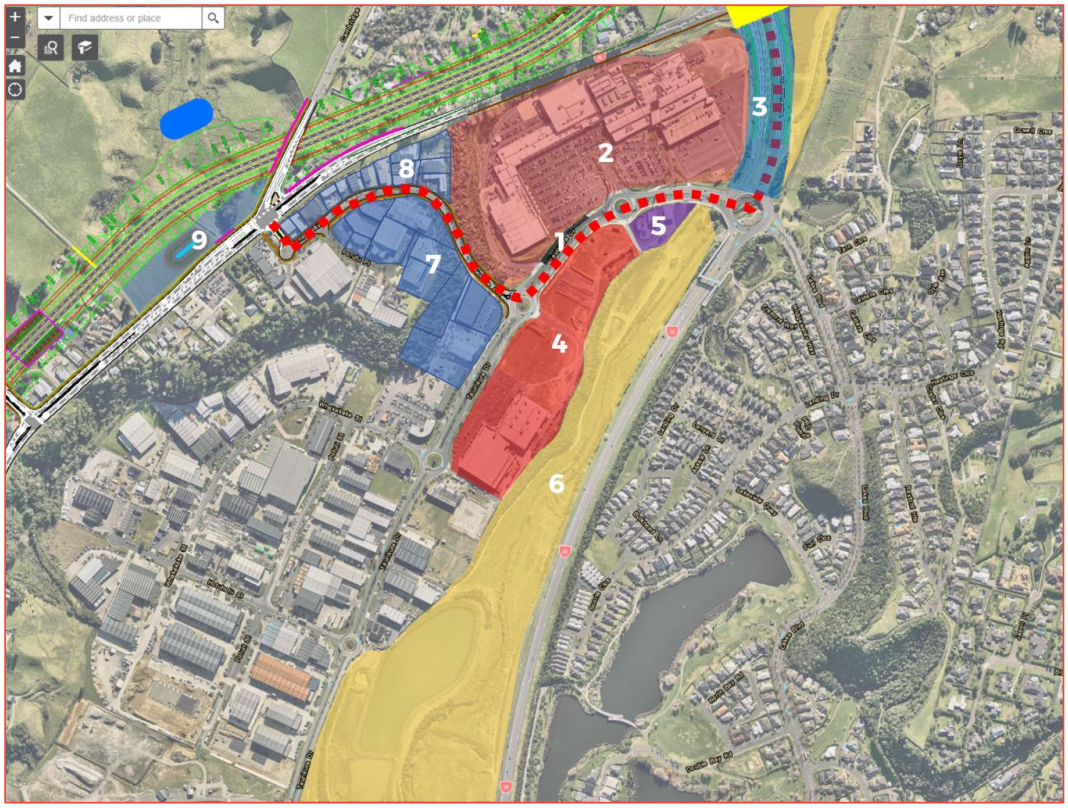


Figure 5: Initial location search

Table 6 below provides a summary of the initial location assessment and rationale for options that were excluded. Each of the option numbers relate to the location numbers shown in Figure 5.

Table 6 Initial location assessment

Options	Decision	Reason/Rationale
Option 1	Progress	Existing bus stops on Taurikura Drive (within road reserve)
Option 2	Progress	Close to main destination for passengers and customers and located on land without existing buildings. This option was identified by TCL as part of on-going discussions with Project Partners.
Option 3	Progress	Within road reserve. Initial assessment indicated 30m of available space that could accommodate bus hub.
Option 4	Discounted	Land is already developed, as part of TCL property.
Option 5	Discounted	Existing petrol station site. Would require property acquisition.
Option 6	Discounted	Land owned by TCC. Land predominantly water course and away from primary bus network
Option 7	Discounted	Multiple industrial sites. Would require property acquisition.
Option 8	Discounted	Multiple industrial sites. Would require property acquisition.
Option 9	Progress	Greenfield site. Located in close proximity to primary bus network. Property acquisition required, however currently undeveloped land.

4 INTERCHANGE OPTION DEVELOPMENT AND EVALUATION

4.1 LONG LIST OPTIONS

Six interchange options were identified and developed following the initial location assessment. A description of each is outlined below.

4.1.1 OPTION 1 - TAURIKURA DRIVE ON-STREET BUS HUB

Option 1 is an on-road option located along both sides of Taurikura Drive between the Tauranga Crossing primary access roundabout and the Whiore Avenue roundabout (Figure 6). The option was initially developed by MR Cagney in September 2018[1].

It has been assumed this location would provide high quality bus stop facilities only, with limited driver layover facilities. Driver layover facilities would need to be provided at another site, potentially further along Taurikura Drive.

Figure 6: Taurikura Drive On-Street Bus Hub[2]

[1] Public Transport Interchange Options and Requirements Technical Note, MR Cagney, Sept 2018

[2] Public Transport Interchange Options and Requirements Technical Note, MR Cagney, Sept 2018

4.1.2 OPTION 2 - TAURANGA CROSSING OFF-STREET BUS HUB

Option 2 is an offline solution within Tauranga Crossing shopping mall. This option (Figure 7) was prepared by Stantec for TCL, and presented to the project stakeholders by TCL, as a potential option. Direct access into the bus hub is proposed via a bus only access from the SH36/Taurikura Drive/Lakes Boulevard roundabout, following extension of the roundabout. Option 2 is located on the mall side and replaces some car parking; it also requires a 2nd signalised intersection to access the bus interchange. This 2nd intersection may be used by private vehicles to access the mall, although exact arrangement is to be confirmed.

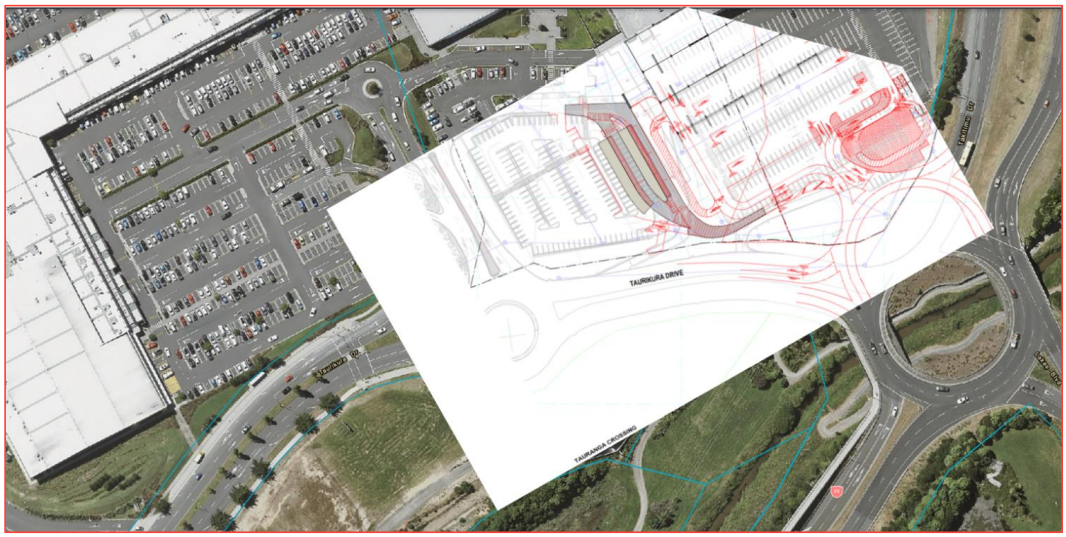


Figure 7: Tauranga Crossing Off-Street Bus Hub (designed by Stantec for TCL)

4.1.2.1 SUB-OPTIONS

Two additional sub-options were identified within the Option 2 location site, variations of these sub-options were identified in the Public Transport Interchange Options and Requirements Technical Note prepared by MR Cagney in 2018[3].

Access to both these options are the same, with an additional bus-only access on Taurikura Drive between SH36/Taurikura Drive roundabout and the Tauranga Crossing access roundabout (Figure 9). However, the platform arrangements are different, as shown in Figure 8, with the drive-through option having a linear bus parking layout and the sawtooth option having an angled bus parking layout. The squares indicated in Figure 9 are proposed interchanges.

It has been assumed that this location would provide high quality bus stop facilities with other passenger facilities within the Tauranga Crossing shopping mall, and driver layover facilities location further along Taurikura Drive.

[3] Public Transport Interchange Options and Requirements Technical Note, MR Cagney, Sept 2018

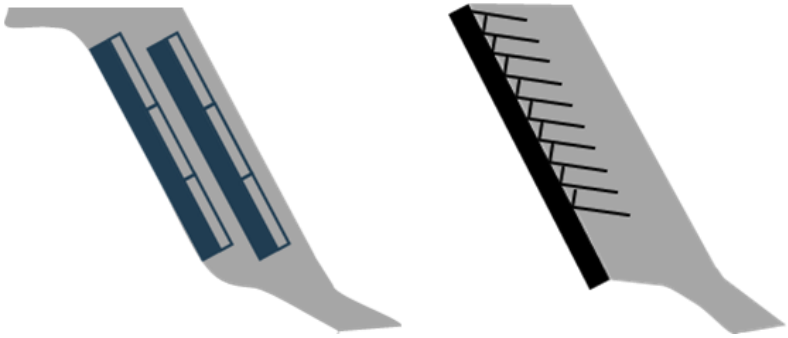


Figure 8: Option 2 Sub-Options (Drive-through and Sawtooth)

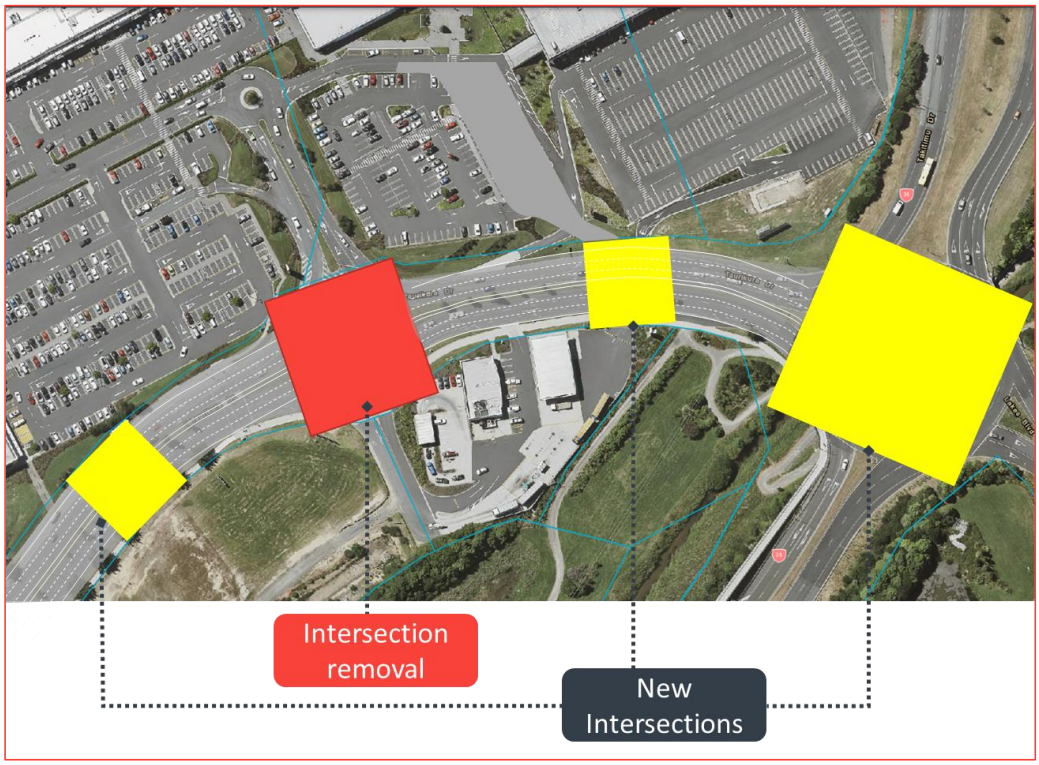


Figure 9: Option 2 Sub-Option Access

4.1.3 OPTION 3 - SH36 OFF-STREET BUS HUB

Option 3 is an offline solution located on the western edge of the existing SH36 road reserve, between SH36/SH29/SH29A roundabout and SH36/Taurikura Drive/Lakes Boulevard roundabout (Figure 10). BOPRC representative, Joe Metcalfe presented this option to the project team as a potential option.

It has been assumed that this location would be a dedicated transport hub with both passenger and driver facilities.

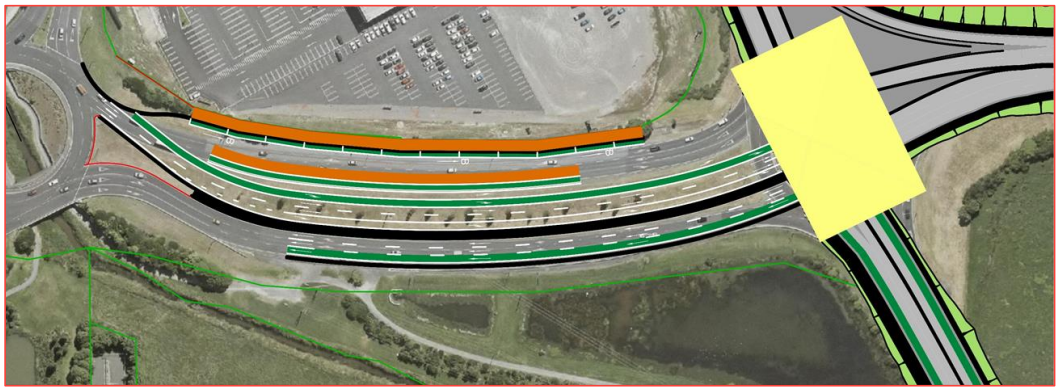


Figure 10: SH36 Off-Street Bus Hub

4.1.4 OPTION 4 – TAURIKO WEST VILLAGE BUS HUB

Option 4 is an offline solution located on the northern of the existing Tauriko School, on the northern side of SH29 (Figure 11). This option requires a new intersection on SH29 to provide access/egress for buses onto the 'old' SH29. It has been assumed that this location would be a dedicated transport hub with all passenger and driver facilities.

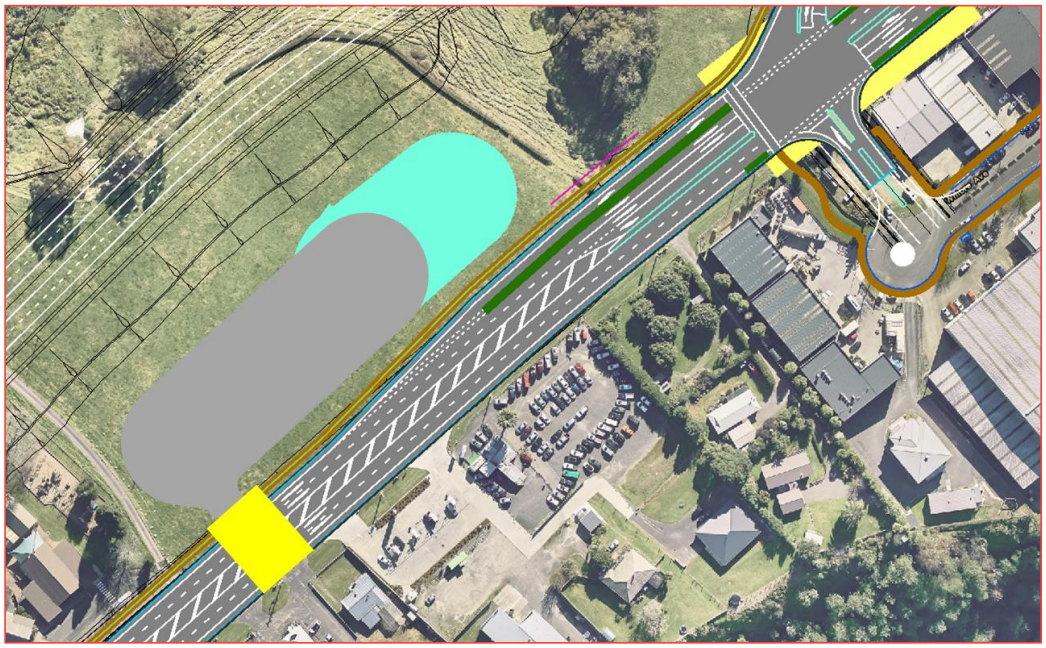


Figure 11: Tauriko West Village Bus Hub

4.1.5 LONG LIST OPTION EVALUATION

Four options were taken forward for assessment. The assessment is presented in Table 8 and Table 9. The options were assessed by WSP and presented to stakeholders during a workshop on 29th October 2021.

A summary of the long list evaluation is provided in Table 7 and was updated by WSP in September 2022 to consider the change in public transport network concept. The hybrid network concept has less buses terminating at the Tauriko interchange and therefore the vehicle capacity score was updated. The opportunity was also taken to update the ease of access/ egress score based on network modelling results.

Table 7: Long List Option MCA Evaluation Summary

	Option 1	Option 2	Option 3	Option 4
Vehicle capacity	4	2	4	4
Ease of access/ egress	2	-2	-2	3
Passenger legibility/ amenity	1	2	2	3
Driver/ staff amenity	0	0	2	3
TOD potential	2	3	2	0
Trip Attractors/ Generators	3	4	3	0
Network/Connections	4	4	2	1
Street Environment	1	2	2	3
Safety	2	2	1	0
Severance	1	2	2	1
Catchment and mobility	2	3	2	0
Environment impact and topography	1	1	1	1
(Inital score)	**23**	**23**	**21**	**19**
(Initial Ranking)	**1**	**1**	**3**	**4**
Assessment outcome	✓	✓	✓	×
SL Options	Do-min	Combine - Progress	Progress	Discounted at workshop

Table 8: Long List Option MCA Evaluation (Options 1-2)

Option 1	Taurikura Drive On-Street	
Vehicle capacity	11 bays	4
Ease of access/ egress	Easy access for buses. Assume Whiore Ave RAB act as turn around point	2
Passenger legibility/ amenity	Assumed high quality bus stop facilitites can be provided	1
Driver/ staff amenity	Limited opportunity for driver facilities	0
TOD potential	Very close to Tauranga Crossing development	2
Trip Attractors/ Generators	Tauranga Crossing main attractor and generator. Retail, shopping and employment opportunities	3
Network/Connections	Along proposed main trunk line, good connections and access to Tauranga Crossing	4
Street Environment	On-Street along Taurikura Drive so potentially impacted by congestion. Would need to be supported by bus lanes.	1
Safety	Good surveillance and visible from Tauranga Crossing and road	2
Severance	Existing road (width and vehicle volume) already create severance for people walking and cycling. Careful consideration would be needed for interaction at bus stops in relation to cycle facilities	1
Catchment and mobility	300 - 400m from main entrance of Tauranga Crossing. Close to existing ped crossing. Close to Shared Path	2
Environment impact and topography	No issue with topography. On-Street facilities unlikely to create any major additional adverse noise/visual impacts. All options will have an aspect of poor air quality, unless electric/hybrid buses.	1
Total Score		23

Option 2	TCL off-street bus hub access to Taurikura Dr	
Vehicle capacity	Up to 8 bus bays. Location of layover spaces to be	2
Ease of access/ egress	Requires new intersection to access interchange which increases delay on Taurikura Dr and creates direct bus routes to loop into interchange	-2
Passenger legibility/ amenity	Assumed high quality bus stop facilities with other passenger facilities in shopping centre.	2
Driver/ staff amenity	Low potential for driver layover	0
TOD potential	Right in the middle of Tauranga Crossing development	3
Trip Attractors/ Generators	Tauranga Crossing main attractor and generator. Retail, shopping and employment opportunities	4
Network/Connections	Along proposed main trunk line, good connections and access to Tauranga Crossing	4
Street Environment	Interchange. Access to network via Taurikura Drive direct access required, which may congest section of Taurikura Drive and SH36/Lakes intersection	2
Safety	Good surveillance within TC car park.	2
Severance	Interchange location in the middle of Tauranga Crossing site, may create severance between one end of the Crossing to the other. Ensure pedestrian access is appropriate.	2
Catchment and mobility	100m from main entrance of Tauranga Crossing	3
Environment impact and topography	No issue with topography. Interchange within Tauranga Crossing is in close proximity to pedestrian activity may create adverse noise/air pollution/visual impacts. All options will have an aspect of poor air quality, unless electric/hybrid buses.	1
Total Score		23

Table 9: Long List Option MCA Evaluation (Options 3-4)

Option 3	SH36 Off-street	
Bus Bays	16-18 bays	4
Ease of access/ egress	Careful consideration of Westbound bus manoerve into the site required.	1
Passenger legibility/ amenity	Assumed high quality bus stop facilities. Available space to provide further passenger facilities	2
Driver/ staff amenity	Assumed that facilities can be provided	2
TOD potential	In close proximity to Tauranga Crossing development.	2
Trip Attractors/ Generators	Tauranga Crossing main attractor and generator. Retail, shopping and employment opportunities	3
Network/Connections	along proposed main trunk line, good connections and access to Tauranga Crossing. Likely that there would have to be an additional stop on Taurikura Drive to access the other side TC.	2
Street Environment	Interchange. Direct access onto SH36. May congest SH36 between two roundabout/intersections. Could experience congestion on SH36/Lakes roundabout and the SH36/old SH29 roundabout	2
Safety	Good surveillance. Limited active frontage	1
Severance	Located on edge of Tauranga Crossing boundary, along SH36. SH36 an existing severance. Existing pedestrian overbridge to connect Lakes residential area, Tauranga Crossing and (potentially) PT interchange.	2
Catchment and mobility	420m from main entrance of Tauranga Crossing	2
Environment impact and topography	Area prone to flooding, drainage an issue. No other known barriers. Interchange located to edge of Tauranga Crossing, so location unlikely to have any major additional adverse noise/visual impacts, particularly to pedestrians. All options will have an aspect of poor air quality, unless electric/hybrid buses.	1
Total Score		24

Option 4	Tauriko West village bus hub	
Bus Bays	16 bays	4
Ease of access/ egress	Requires new intersection to provide access/agrees for buses on old SH29	3
Passenger legibility/ amenity	Assumed dedicated transport hub with facilities	3
Driver/ staff amenity	Assumed dedicated transport hub with facilities	3
TOD potential	very limited due to the location	0
Trip Attractors/ Generators	No significant attractor/generator nearby - employment nearby on other side of old SH29/Whiore Ave. Site could serve as a dedicated transport interchange between local services, walk and cycle trips and potential park and ride	0
Network/Connections	On a tangent to the main trunk line. Likely that there would have to be an additional stop at Tauranga Crossing as well.	1
Street Environment	Interchange. Access onto old SH29 but unlikely to congest other areas of the network	3
Safety	Careful consideration would be needed	0
Severance	Already a severance between Tauriko West and Tauriko Business Estate with two roads running between the two. Interchange creates an additional severance.	1
Catchment and mobility	1000m from main entrance of Tauranga Crossing. Close proximity to Tauriko Village. Within reasonable cycle distance	0
Environment impact and topography	Located close to residential areas, may create additional noise, visual impacts. All options will have an aspect of poor air quality, unless electric/hybrid buses.	1
Total Score		19

The options recommended and approved by the stakeholder group to advance to the short list development phase are provided below in Table 10.

Table 10: Long List Option Evaluation Outcome

Options	Decision	Reason/Rationale
Option 1	Progress as Do Minimum	The existing bus stop on Taurikura Drive.
Option 2	Progress	Progressed as option scores well against trip attractor, network connections and catchment criteria. Design of interchange and access to be refined at a later stage.
Option 3	Progress	Option scored well against operational requirements and location factors, based on being able to provide the required number of bus bays and assumed to be able to provide high quality passenger and driver facilities on site.
Option 4	Discounted at stakeholder workshop	This option scored highest against operational requirements based on the most space available to construct a dedicated transport hub with both passenger and driver facilities. However, location factors, critical success factors and opportunities/impacts scored the lowest and was not favoured by stakeholders.

4.1.6 SHORT LIST

The agreed short list is made up of:

- Option 1
- Option 2
- Option 3

4.2 SHORT LIST OPTIONS

The short list of options were developed further in terms of overall design. An overview of the short list is provided in the following sections.

4.2.1 OPTION 1 – TAURIKURA DRIVE ON-STREET BUS HUB

Option 1 is an on-road option located along both sides of Taurikura Drive between the Tauranga Crossing primary access roundabout and the Whiore Avenue roundabout (Figure 12). Depending on future property access drives on Taurikura Drive, this option could provide space for four buses to stop on both sides of the kerb, for a total of eight stops.

Taurikura Drive is a four-lane arterial road that will see traffic increase significantly with future development. The existing signalised pedestrian crossing to the west of the Taurikura Drive/Tauranga Crossing access roundabout. In order to provide for safe and convenient passage for passengers between buses and to/from adjacent destinations, the location of the existing signalised pedestrian crossing may need to change to a mid-block position, within the proposed bus hub to tie into the existing footpath adjacent to PAK'nSAVE.

Figure 12: On-Street Bus Hub along Taurikura Drive

A proposed cross-section along Taurikura Drive between Tauranga Crossing and Whiore Avenue was built, using the TCC Street Design Toolbox (Figure 13). Based on future traffic demand identified in the Tauranga Traffic Model, two lanes of traffic in each direction are required. The toolbox identified the future on-street bus hub cross-section requirements on Taurikura Drive in this location to be 34m wide, boundary to boundary. Cost estimates for recrowning Taurikura Drive, signalising the PAK'n'Save intersection and constructing the public transport hub are $38M to $47 million.

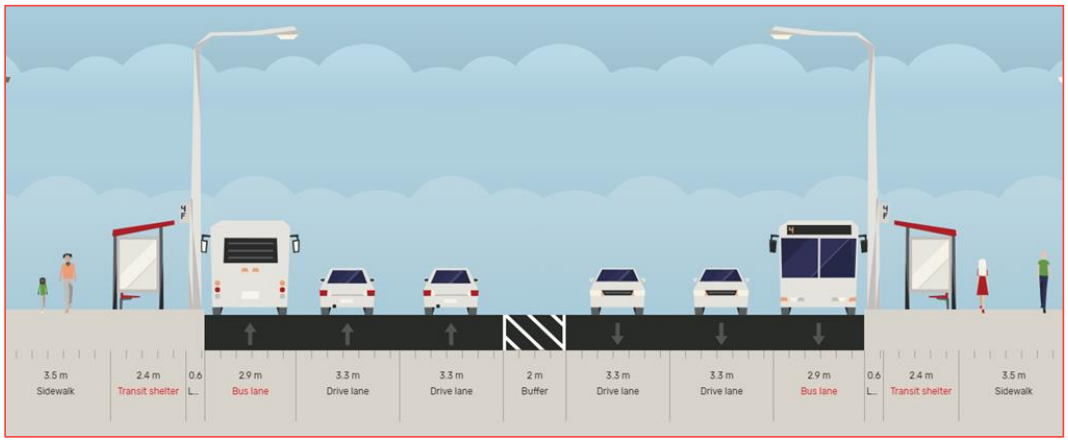


Figure 13: Proposed on-street bus hub cross-section on Taurikura Drive between Tauranga Crossing and Whiore Avenue

The tables below outline the assumptions used and the benefits and disbenefits identified as part of this option.

CRITERIA	ASSUMPTION
Bus Bay Capacity	Up to 11 bus bays
Network Connections	Unlikely to create additional detours.
Ease of Access	Bus turnarounds using existing Whiore roundabout. Bus layover assumed further along Taurikura Drive meaning increased operational cost.
Interchange Facilities	Bus stop area c. 3m should provide better bus stop facilities.
Trip Attractors/Generators	
Severance	
Catchment/Mobility	
Technical	34m minimum cross-section required based on TCC Street Design Tool. Require removal of solid median and trees.
Safety in Design	Construction within live traffic, maintenance would have to navigate live traffic and ensure appropriate mitigation measures.
Financial Fundability	
Scalability	Can be implemented as part of enabling works. Location ties in well with long term preferred option, assumed buses will use Whiore Ave to access Cambridge Road/Tauriko West and layover can be provided.
Environmental Effects	Impact on surrounding area and human health in terms of visual, noise, vibration and potential air quality. Potential removal/replacement of existing trees to make way for shared path and passenger boarding/alighting area within road reserve.
Climate Change Mitigation	Assumed that on-street electric charging stations can be provided at layover.

Climate Change Adaptation	No identifiable climate risk or natural hazards in the vicinity of the option location.
Property	Within road reserve.
Urban Design and Landscape	

	DESCRIPTION
Benefits	• Best option for bus operations – located on the primary bus network, no deviation from service route • Close to main entrance of Tauranga Crossing which is the main trip attractor/generator for retail, shopping and employment opportunities. • Relatively easy access/egress for buses at stops if using existing RABs • Close to existing pedestrian crossing and located on existing and planned paths for pedestrians and cyclists on both sides. Some potential for elderly and mobility impaired users. • Can be implemented as part of enabling works. On-street local road location ties in well with long-term preferred option • Option within road reserve, no known property issues
Drawbacks	• Difficult transfer layout due to busy road crossing and pedestrian delays from signal • Limited opportunities for driver facilities and passenger amenities • Existing road already create severance for people walking and cycling • Stormwater considerations needed for indented bus bays • Risk of conflict between private/commercial vehicles and buses due to buses pulling out into live traffic lanes and pedestrians crossing road. • Very limited available space for on-street electric charging stations. • Location on street near live traffic lane and users need to cross road to access shopping centre.

4.2.2 OPTION 2 – TAURANGA CROSSING OFF-STREET BUS HUB

An offline solution within Tauranga Crossing shopping mall, that uses the internal Tauranga Crossing roadways for circulation (Figure 14). The image provided is the concept design at the time of writing, the final layout is to be confirmed. A new bus-only access would be built between Tauranga Crossing Phase 1 and Phase 2 carparking lots. Footpaths should be provided from these stops to the interchange and to the PAK'nSAVE entrance. The hub will be on privately-held land, with the understanding that there would be a lease agreement with the landowner to have a public facility on their land, in the vicinity of $60,000 per year ongoing.

Figure 14: Tauranga Crossing Off-Street Bus Hub, with bus laydown located further along Taurikura Drive

A requirement of the Long-Term Detailed Business Case is to provide bus priority measures at all intersections. Therefore, additional requirements for this option include a separate signalised bus access into the bus interchange and upgrading the existing roundabouts on Taurikura Drive at SH36/Taurikura Drive/Lakes Boulevard and Taurikura Drive/Tauranga Crossing access into signalised intersections. A SIDRA diagram has been developed to illustrate a potential intersection configuration (Figure 15). This is the concept at the time of writing, the final layout is to be confirmed. No assessment has been undertaken as part of this investigation to understand the impact of signalised intersections on traffic. Cost estimates for the in-mall bus hub are $52M to $64M which includes signalising the PAK'n'SAVE and bus hub intersections and recrowning Taurikura Drive.

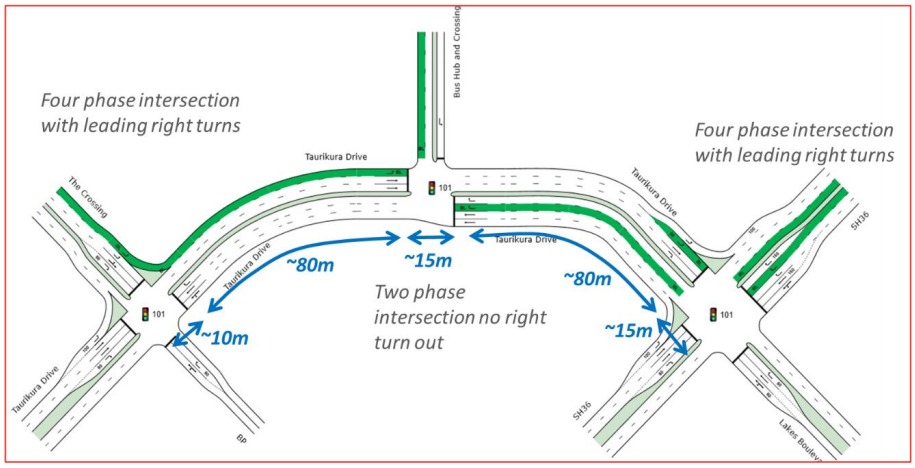


Figure 15: Option 2 potential intersection layout

The tables below outline the assumptions used and the benefits and disbenefits identified as part of this option.

CRITERIA	ASSUMPTION
Bus Bay Capacity	Up to 8 bus bays, location of layover spaces to be determined
Network Connections	
Ease of Access	Additional signalised intersection required on Taurikura Drive to accommodate right turn bus priority. Bus layover is assumed to be off-site meaning increased operational cost.
Interchange Facilities	Platform widths should support high quality bus stop facilities with other passenger facilities (retail etc) in shopping centre.
Trip Attractors/Generators	
Severance	
Catchment/Mobility	
Technical	Upgrade existing roundabouts to signalised intersections to provide bus priority. Construction of additional signalised intersection for bus access and priority. Signal coordination needed to reduce risk of stacking.
Safety in Design	
Financial Fundability	Sunk costs deemed not significant in context of wider programme
Scalability	Requires re-development of intersections along Taurikura Drive for bus access to interchange to potentially be delivered to align with enabling works timeframes.
Environmental Effects	Repurposing developed land from car parking to bus hub
Climate Change Mitigation	Stopping to pick up/drop off customers, hence electric charging station located at layover facility assumed to be on-street elsewhere along Taurikura Drive.

Climate Change Adaptation	No identifiable climate risk or natural hazards in the vicinity of the option location.
Property	Within TCL property
Urban Design and Landscape	

	DESCRIPTION
Benefits	• Most convenient access for passengers to shopping centre • Close to existing and planned paths for pedestrians and cyclists. • Close to Tauranga Crossing which would likely increase use by elderly and mobility impaired. No need for pedestrians to cross Taurika Drive. • Signalised intersections cater well for bus priority of Taurika Drive in future. • Integrates well within long term plan to cater for long term growth in PT services subject to layover provision and agreement of on-site bus bay requirement. • Contributes to urban form, very good user experience on site and close to shopping centre. 24hour CCTV and security on site.
Drawbacks	• Increased vehicle circulation through bus hub which creates detours and delays • Minor disadvantage to catchment towards the Lakes. • Internal circulation of buses within Tauranga Crossing may conflict with vehicles and pedestrians. Some chance of conflict for layover buses pulling out into live traffic lanes from on-street layover. • Potentially increasing noise, visual, vibration effects to passing pedestrians. • Risk of agreement with TCL cannot be sought but mitigation includes collaboration with partners/stakeholders and TCL is actively engaged in option development assessment process

4.2.3 OPTION 3 – SH36 OFF-STREET BUS HUB

An offline solution located on the western edge of the existing SH36 road reserve, between SH36/SH29/SH29A roundabout and SH36/Taurikura Drive/Lakes Boulevard roundabout (Figure 16). Realignment of SH36 is required to provide appropriate space to accommodate a PT interchange.

Figure 16: SH36 Off-Street Bus Hub

A proposed cross-section of the SH36 offline solution between SH36/SH29/SH29A roundabout and SH36/Taurikura Drive/Lakes Boulevard roundabout was built, using the TCC Street Design Toolbox (Figure 17). The toolbox identified the SH36 offline bus interchange is required to be 27.5m wide, to accommodate four bus lanes, two rows of bus shelters, passenger set down and a 3.5m shared path.

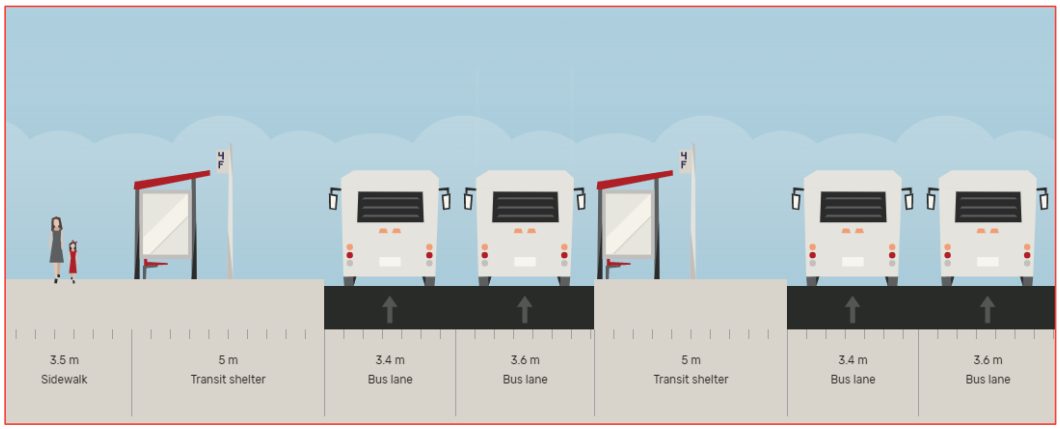


Figure 17: Proposed cross-section of a SH36 Off-Street Bus Hub

To provide bus priority for this option, there is a requirement to change the existing roundabouts on SH36 to signalised intersections and change the light phases to provide priority to bus entering and exiting the bus interchange (see Figure 18). No cost estimates available for option 3 at this point.

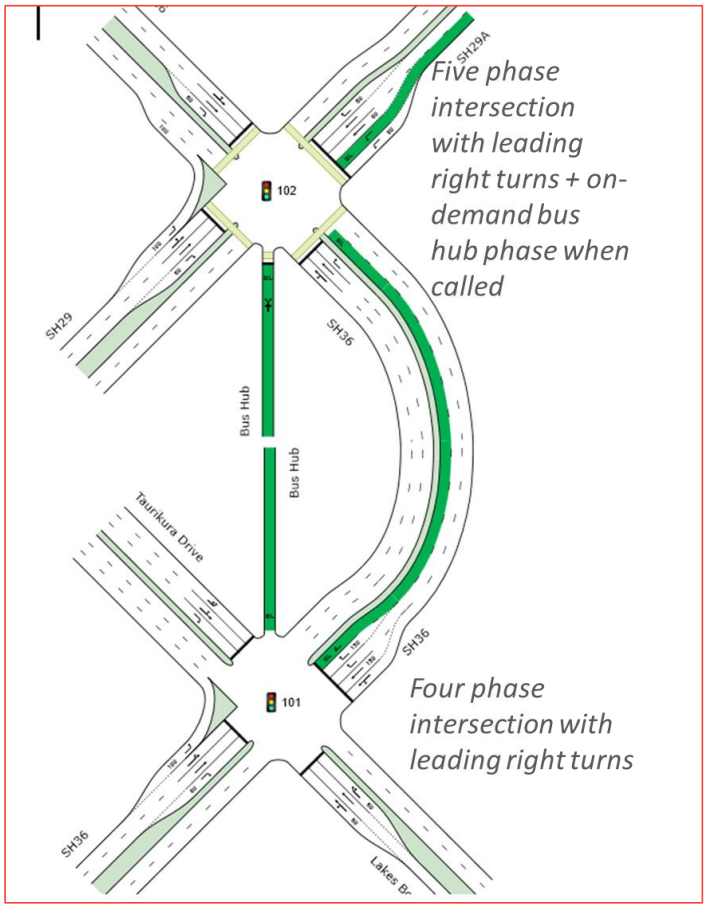


Figure 18 Option 3 potential intersection layout

The tables below outline the assumptions used and the benefits and disbenefits identified as part of this option.

CRITERIA	ASSUMPTION
Bus Bay Capacity	16 bus bays
Network Connections	As located on primary bus route, unlikely to create additional detours.
Ease of Access	New intersection layout required at SH29/SH36 and SH36/Taurikura Drive, with dedicated bus phases.
Interchange Facilities	Bus layover and driver facilities located on site
Trip Attractors/Generators	
Severance	
Catchment/Mobility	Would need shared path along the frontage of TC.
Technical	Potentially retaining walls required. Geotech investigation will be required. May require additional platform width due to vertical difference.

Safety in Design	Pedestrian access from the interchange on SH36 to Tauranga Crossing will need to be provided through the Tauranga Crossing site, potential for conflict with circulating vehicles.
Financial Fundability	Significant sunk costs associated with SH36 realignment and intersection upgrade to signalised intersections
Environmental Effects	
Climate Change Mitigation	
Climate Change Adaptation	
Property	Within road reserve
Urban Design and Landscape	

	DESCRIPTION
Benefits	• Located on primary bus network on SH36, which provide good connections to all proposed bus routes. • Opportunities for high degree of amenity and interchange facilities on site. • Located close to existing and planned paths for pedestrians and cyclists. • During operation, bus interchange is completely separate from the traffic lanes on SH36 and internal circulation on Tauranga Crossing. All access to the interchange controlled by signalised intersections on SH36 with bus only phases or leading right turns. • Integrates well with the long-term plan for the SH36 intersections and aligns well for future growth of the PT network as it can provide the required bus bays. Signalised intersections cater well for bus priority of TD in the future. • Sufficient space for layovers and installation of electric charging stations for electric buses.
Drawbacks	• Additional phases (at SH29/SH36 and SH36/Taurikura Drive) to enable bus movements will increase delays. • Further away from Tauranga Crossing (a key trip attractor) than do minimum. • Located on edge of Tauranga Crossing boundary and along SH36, likely to increase perceived severance from community. • Some disadvantage to catchment towards the Lakes as assuming that crossing facilities not provided on SH36 (away from desire line). Unlikely to be attractive/ increase use by elderly and mobility impaired. • Significant work within live traffic lanes. Construction issues relating to vertical difference between car park, SH36 and grassed area. • Major re-alignment of SH36 and upgrade of roundabouts on SH36 to signalised intersections required. Extension of proposed walking and cycling network from TCL entrance to the interchange along Taurikura Drive required. Significant sunk costs due to the realignment of SH36 and the signalised intersections.

	• Difficult to be delivered as part of the enabling works as it requires major realignment of SH36 and large signalised intersections on SH36. Unlikely to be implemented in the short term. • Potentially an unpleasant environment for customers (high vehicle and vibration, noise and visual pollution). • Close proximity to flood prone area • Doesn't support urban form (no active frontage and is close to SH36). Potentially limited natural/ passive surveillance for waiting passengers

4.2.4 SHORT LIST OPTION EVALUATION

The short list options were assessed by the WSP project team, and then reviewed by the Steering Group at the short list workshop on 26th November 2021. Some scores were updated following robust discussions with stakeholders.

Option 1 has been identified as the Do Minimum, with Options 2 and 3 being assessed against the Do Minimum. Therefore, the criteria for Option 1 have been assessed as neutral and given a zero score.

The MCA evaluation and sensitivity tests can be found in Appendix B. A summary of the evaluation is in Table 11 below.

Subsequently, the following options were discarded (Table 12), and a preferred option was identified and agreed with the stakeholders.

Table 11: Short List Option MCA Evaluation Summary

		Final Score		
		Option 1	Option 2	Option 3
Operational requirements driving mode shift	Bus bay capacity	2	2	3
	Network connections	1	-1	1
	Ease of Access	1	-2	-3
	Interchange facilities	-2	1	3
Location facotrs driving mode shift	Trip Attractors/ Generators	1	3	-1
	Severance	-2	3	-1
	Catchment and mobility	1	1	-1
Critical Success Factors	Technical	0	-1	-2
	Safety in Design	-1	1	2
	Financial Fundability	-1	-2	-3
	Scalability	3	0	0
Opportunities and Impacts	Environmental Effects	-1	1	-1
	Climate Change Mitigation	-2	0	3
	Climate Change Adaptation	0	0	-2
	Property	2	-2	0
	Urban Design and Landscape	0	3	-1
	(Inital score)	**2**	**7**	**-3**
	(Initial Ranking)	**2**	**1**	**3**
Test 1	Score	0.16	0.48	-0.17
	Rank	2	1	3
Test 2	Score	0.23	0.64	-0.07
	Rank	2	1	3
Test 3	Score	0.03	0.33	-0.25
	Rank	2	1	3
Test 4	Score	0.25	0.47	0.17
	Rank	2	1	3
Test 5	Score	0.16	0.66	0.10
	Rank	2	1	3

The Short List Option MCA summary was updated in September 2022 and cost estimates were incorporated in the scoring. Bus stop capacity criteria were updated to reflect the "hybrid" model concept and ease of access score updated to reflect the intersection modelling.

Table 12: Short List Option Evaluation Outcome

Options	Decision	Reason/Rationale
Option 1	Discarded	The second highest scoring option is considered to be a backup should option 2 not be able to be progressed.
Option 2	Proceed	Preferred Option – identified as the highest ranked option, scoring the highest for all weighting combinations, particularly in relation to location factors. Overall agreement with the project partners and stakeholders to take this location forward for further investigation.
Option 3	Discarded	Discarded and identified as a low ranked option, it did not score well in relation to location and critical success factors, particularly technical, financial fundability and climate change adaptation.

4.3 PREFERRED OPTION

The preferred option is located offline within the Tauranga Crossing shopping mall (Figure 19). The option uses the internal Tauranga Crossing shopping mall roadways for circulation. An additional signalised intersection onto Taurikura Drive to provide bus priority access is required. The new intersection will be located between the existing SH36/Taurikura Drive/Lakes Boulevard intersection and Taurikura Drive/Tauranga Crossing access.

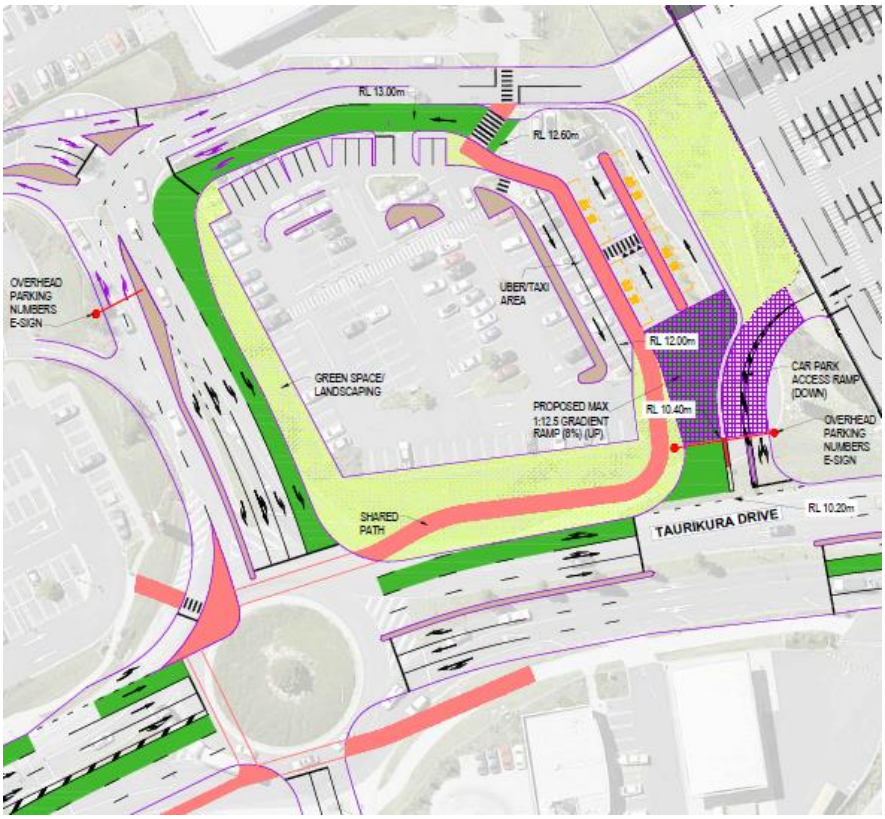


Figure 19: Preferred Option - Tauranga Crossing Off-Street Bus Hub (Source: Stantec for TCL)

5 CONCLUSIONS

To support safe and sustainable growth in the Western Corridor, significant improvements to multi-modal connections have been developed as part of the long-term improvements to Tauriko West and the Western Corridor. These multi-modal improvements support the Urban Form and Transport Initiative (UFTI) Connected Centres programme, which identify frequent public transport services connecting existing and future communities along prioritised public transport corridors.

The future PT service plan for the Western Corridor indicates Tauranga Crossing as a natural hub where most roads in the area meet and is a significant attractor and generator in the area. Therefore, it has been identified that a new long-term PT interchange facility is required at, or near Tauranga Crossing. This assessment has been to determine what facility is required and where the facility is to be located.

An initial desktop property search was undertaken within the Tauriko Business Estate, which identified nine possible locations (Table 13), of which five sites were discounted based on the following rationale.

Table 13: Initial Location Assessment

Options	Decision	Reason/Rationale
Option 1	Progress	Existing bus stops on Taurikura Drive (within road reserve)
Option 2	Progress	Close to main destination for passengers and customers and located on land without existing buildings. This option was identified by TCL as part of on-going discussions with Project Partners.
Option 3	Progress	Within road reserve. Initial assessment indicated 30m of available space that could accommodate bus hub.
Option 4	Discounted	Land is already developed, as part of TCL property.
Option 5	Discounted	Existing petrol station site. Would require property acquisition.
Option 6	Discounted	Land owned by TCC. Land predominantly water course and away from primary bus network
Option 7	Discounted	Multiple industrial sites. Would require property acquisition.
Option 8	Discounted	Multiple industrial sites. Would require property acquisition.
Option 9	Progress	Greenfield site. Located in close proximity to primary bus network. Property acquisition required, however currently undeveloped land.

Six interchange options were identified following the initial location assessment (Table 14). A long list of options were developed and assessed against an agreed MCA framework, and presented to the stakeholder group to agree a short list.

Table 14: Long List Option Evaluation Outcome

Options	Decision	Reason/Rationale
Option 1	Progress as Do Minimum	The existing bus stop on Taurikura Drive
Option 2	Progress	Progressed as located within Tauranga Crossing shopping mall, as the main attractor and generator, therefore scoring highest against location factors. Undertook design refinements in consultation with TCL to confirm bus bay and bus circulation requirements.
Option 3	Progress. Further design refinements	Option scored well against operational requirements and location factors, based on being able to provide the required number of bus bays and assumed to be able to provide high quality passenger and driver facilities on site.
Option 4	Discounted at stakeholder workshop	This option scored highest against operational requirements based on the most space available to construct a dedicated transport hub with both passenger and driver facilities. However, location factors, critical success factors and opportunities/impacts scored the lowest and was not favoured by stakeholders.

The agreed short list is made up of Option 1, Option 2 and Option 3.

The short list of options was developed further in terms of overall layout and intersection design and assessed against an agreed MCA framework. The evaluation was reviewed by the Steering Group at the short list workshop on 26th November 2021, with some scores requiring updating following stakeholder discussions.

Subsequently, the following options were discarded (Table 15), and a preferred option was identified and agreed with the stakeholders.

Table 15: Short List Option Evaluation Outcome

Options	Decision	Reason/Rationale
Option 1	Discarded	The second highest scoring option is considered to be a backup should option 2 not be able to be progressed.
Option 2	Proceed	Preferred Option – identified as the highest ranked option, scoring the highest for all weighting combinations, particularly in relation to location factors. Overall agreement with the project partners and stakeholders to take this location forward for further investigation.
Option 3	Discarded	Discarded and identified as a low ranked option, it did not score well in relation to location and critical success factors, particularly technical, financial fundability and climate change adaptation.

The Preferred Option is Option 2 (Figure 20), located offline within the Tauranga Crossing shopping Mall. An additional signalised intersection on Taurikura Drive is required to provide bus priority access.

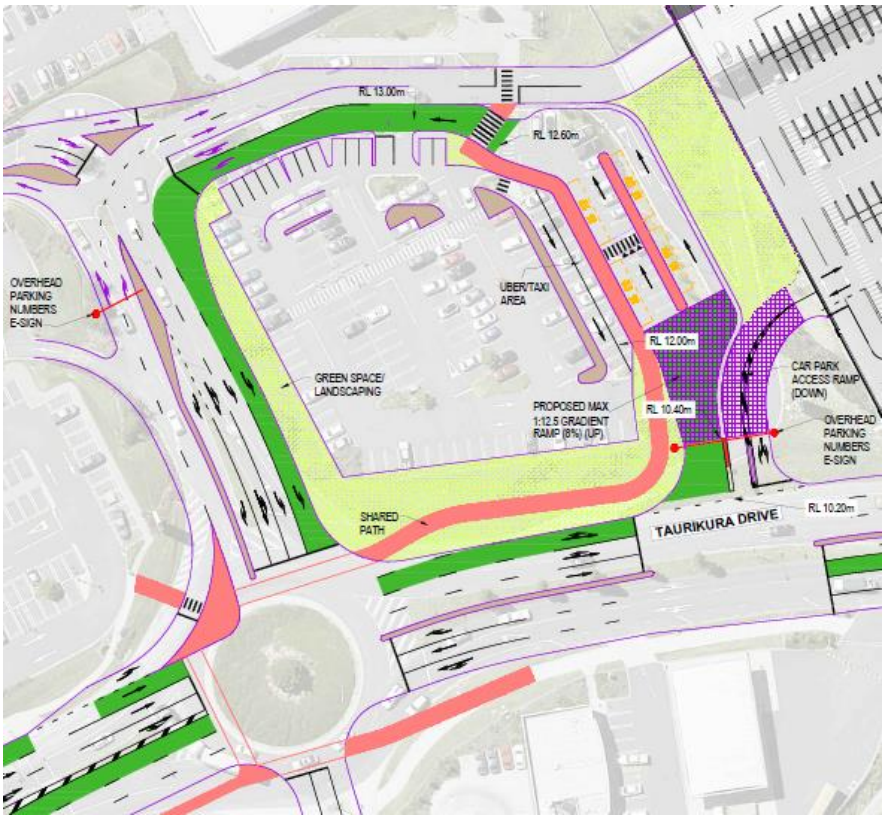


Figure 20: Preferred Option - Tauranga Crossing Off-Street Bus Hub

APPENDIX A

MULTI-CRITERIA ASSESSMENT FRAMEWORK

	CRITERIA	QUESTIONS	LONG TERM DBC	LONG LIST	SHORT LIST
Key Operational factors driving mode shift	Bus bay (vehicle) capacity	Meets 16 bay requirement	×	√	√
	Network connections	How the location of the bus interchange will impact on service delivery e.g., detours, additional delays	×	√	√
	Ease of Access	Ability for services to enter and exit facilities without delay and the ability for the wider network to provide appropriate bus priority measure	×	√	√
	Interchange facilities	Opportunity for high quality passenger and staff amenities	×	√	√
Key location factors driving mode shift	Trip Attractors/ Generators	Located close to major patronage generators and key community facilities such as schools, universities, employment areas, town centres, hospitals, retail centres.	×	√	√
	Severance	Location of infrastructure or the public transport corridor itself and the effects on pedestrian, cycle and local vehicular movement as well as the perceived severance effects associated with loss of connection to community	×	√	√
	Catchment and mobility	Positioned to increase the walking catchment, close to intersections and pedestrian crossing facilities, and consider the quality of walking and cycling facilities – such as footpath widths. Close to facilities or destinations likely to be used by elderly or mobility impaired people.	×	√	√
	TOD Potential	Located close to areas of development or densification?	×	√	×
	Network/Connections	Located and arranged to make transfers between services as comfortable, as legible as possible and minimise route deviation of main trunk lines.	×	√	×
	Street Environment	Stops should avoid locations or layouts that mean the bus cannot enter or exit the stop readily, especially in busy traffic.	×	√	×
	Safety	Located in easily visible and well-lit areas	×	√	×

	Environment Impact and topography	Impact of facility on the surrounding area	×	√	×
Critical Success Factors	Technical	What are the technical or practical considerations that may prevent an option from achieving its objectives? What are the technical risks involved in developing or implementing this option? Are there any factors in this option that makes construction particularly difficult? Does the option involve significant work within live traffic lanes? Impact on other infrastructure such as water?	√	×	√
	Safety in Design	Are there significant health and/or safety risks associated with the option in its design, implementation, operation or maintenance? Does the option comply with safe system approach? Can risks be addressed in the design process to control it?	√	×	√
	Financial Fundability	Does the cost of this option fit within the likely funding available? Consideration of the balance between costs and benefits (value for money). Does this option have significant sunk costs? Is the option likely to have a BCR less than 1? The degree to which capital and operational costs of option can be funded. This includes how the option aligns with associated benefits and costs. What factors might affect the ability of the project owner to afford the cost to operate and maintain the option over its project life?	√	×	√
	Scalability	Can this option be delivered as part of Enabling Works as lead infrastructure? How well does this integrate with the long term plan?	×	×	√
Opportunities/Impacts	Environmental Effects	Impact of facility on the surrounding area - Visual, Human Health (Noise, Vibration, Air Quality)	√	×	√
	Climate Change Mitigation	Is there appropriate space available to install electric charging stations for electric vehicles? (carbon emissions impact of the option)	√	×	√
	Climate Change Adaptation	How vulnerable and exposed is the option to climate change risk or other natural hazards over time?	√	×	√
	Property	How does the option impact on property? Can the necessary property rights be obtained? Property costs acquisitions not included in assessment	√	×	√
	Urban Design and Landscape	How does the option contribute to urban form, improving user experience, particularly CPTED.	√	×	√
	Impacts on Te Ao Maori	What, if any, impacts are there on Te Ao Māori? This includes areas of significance for Māori, Māori land and Kaitiakitanga (recognition that the environment is a taonga).	√	×	×

APPENDIX B

SHORT LIST MULTI-CRITERIA ASSESSMENT

Assessed against Do Nothing

Option 1 (Do Min)	Taurikura Drive On-Street	Equal Weightings	Initial score	Final score	Reason for change
Bus bay capacity	Potentially up to 11 bays. Bus layover assumed further along Taurikura Drive to meet full requirement	14%	0	2	Meetings the operational requirements of hybrid public transport network concept
Network connections	Bus stops on both sides of Taurikura Drive. Located on the primary bus network. Unlikely to create additional detours	14%	0	1	Through running bus routes do not need to deviate to access interchange
Ease of Access	Relatively easy access/egress for buses at stops with assumed turnaround using existing RABs. Difficult for westbound buses turning right at Whiore Ave RAB due to the need to cross two GT lanes. Limited viability of bus lanes if RABs are retained meaning delays getting to/from bus stops likely in the future. Bus layover assumed further along Taurikura Drive meaning increased operational cost.	14%	0	1	Low delay for buses noting the need to change lanes to make a right turn for buses travelling west
Interchange facilities	Bus stop area c.3m which should provide better bus stop facilities than do nothing. However, limited opportunities for driver facilities, passenger amenities.	14%	0	-2	Limited space to provide passengers or driver facilities as shared path means space needs to be clear for cyclists to pass through
Trip Attractors/ Generators	300 - 400m from main entrance of Tauranga Crossing the main trip attractor/generator for retail, shopping and employment opportunities.	14%	0	1	Longer walk to the mall than option 2 but closer to the Countdown and Farmers

Severance	Existing road (width and vehicle volume) already create severance for people walking and cycling. No changes to pedestrian crossing facilities proposed (which would decrease severance)	14%	0	-2	Inconvince of two stage crossing for passengers who need to cross Taurikura Drive
Catchment and mobility	Close to existing ped crossing. Located on existing and planned paths for pedestrians and cyclists on both sides providing connections to Lakes, TBE and TW growth area. Some potential for elderly and mobility impaired users	14%	0	1	Catchment is Lakes Blvd, Tauranga Crossing and Countdown
Technical	Some minor technical risks re kerb realignment, line markings, remove cycle lane and upgrade footpath to shared path. Our interpretation of the TCC Street Design Tool indicates Taurikura Drive future cross section of 34m width. This would require removal of solid median and tree replacement as part of this. Stormwater considerations needed for indented bus bays. Roundabouts retained to enable bus turning manoeuvres.	25%	0	0	No change
Safety in Design	Construction within live traffic, maintenance would have to navigate live traffic and ensure appropriate mitigation measures. During operation, high chance of conflict between private/commercial vehicles and buses, as buses pull out into live traffic lanes, presenting risk to all personnel. Pedestrians crossing the road. buses crossing lanes to turn at the roundabouts currently, more demand expected.	25%	0	-1	Potential conflict between bus movements and general traffic

Financial Fundability	50th percentile cost estimate for option 1 is $38.7M which includes Whiore Ave signalisation. OPEX costs associated with bus layover.	25%	0	-1	Updated cost estimate which includes recrowning Taurikura Dr inorder to provide space for shared path and passenger waiting areas
Scalability	Can be easily implemented as part of the enabling works. On-street local road location ties in well with long-term preferred option, assumed buses will use Whiore Ave to access Cambridge Road/Tauriko West and layover can be provided.	25%	0	3	Bus platform can easily be extended as number of buses on network increases
Environmental Effects	Impact on surrounding area and human health in terms of visual, noise, vibration and potential air quality. There will be high volume of buses and commercial/private vehicles along Taurikura Drive. Potential removal/ replacement of existing trees to make way for shared path and passenger boarding/ alighting area within road reserve.	20%	0	-1	Passenger waiting area located on busy road
Climate Change Mitigation	Very limited available space for on-street electric charging stations. Assumed this can be provided at layover	20%	0	-2	Limited space for charger
Climate Change Adaptation	No identifiable climate risk or natural hazards in the vicinity of the option location	20%	0	0	No change
Property	Option within road reserve - no identifiable property issues	20%	0	2	Mostly within TCC owned land
Urban Design and Landscape	Location on street near live traffic lane, however user experience can be improved with better passenger boarding/alighting area. Users need to cross road to access shopping centre. Urban design and	20%	0	0	No change

	landscape can be improved by implementing CPTED principles				
Impacts on Te Ao Maori	Not scored				
Total Score			**0**	**2**	

Assessed against Do Minimum

Option 2	TCL off-street bus hub access to Taurikura Dr	Initial Score	Final score	Reason for change
Bus bay capacity	Up to 8 bus bays (less than do min). Location of layover spaces to be determined	-1	2	Meetings the operational requirements of hybrid public transport network concept
Network connections	Increased vehicle circulation through the bus hub - creating detour and delay on bus network	-1	-1	no change
Ease of Access	New intersections required on Taurikura Drive to accommodate dedicated right turn for buses and provide ease of access into site. Bus lane on egress to support bus journey times and reduce conflict with GT. Bus lanes along Taurikura Drive viable supporting bus journey times. Intersections have not been modelled. Bus layover assumed off site meaning increased operational cost (minor difference to do-min)	1	-2	Network modelling shows that going via the mall could add 1.5min to bus travel times compared to staying on Taurikura Dr
Interchange facilities	Platform widths should support high quality bus stop facilities with other passenger facilities (retail etc) in shopping centre. Driver layover provided off-site	2	0	Platforms widths of approx 2.5m wide in drive through interchange layout concept
Trip Attractors/ Generators	100m from main entrance of Tauranga Crossing the main trip attractor/generator for retail, shopping and employment opportunities.	3	3	no change
Severance	Interchange location in the middle of Tauranga Crossing site reducing perceived severance effect. may create severance between one end of the Crossing to the other. Ensure pedestrian access is appropriate.	2	3	Bus stops are located very close to Tauranga Crossing. There is no need for pedestrians to cross Taurikura Drive. Any severance on site deemed very minimal
Catchment and mobility	Located close to existing and planned paths for pedestrians and cyclists. Some minor disadvantage to catchment towards the Lakes. Close to TC which would likely increase use by elderly and mobility impaired.	1	1	no change

Technical	Construction of additional intersection on Taurikura Drive for bus access and upgrade of existing roundabouts to signalised intersections. Short distance between intersection (~80m) - likely to require signal coordination to mitigate risk of stacking into the upstream intersection. Grade issuing between Taurikura Drive and proposed bus interchange location. Further consideration needed on preferred bus layout and pedestrian crossing points. Sawtooth layout enables each stop to operate independently but may have an impact on ped crossing points.	-1	-1	no change
Safety in Design	Construction of bus interchange access intersection within the live traffic on Taurikura Drive. During operation, all turning movements to/from the interchange are controlled by signalised intersections, reducing the risk of conflict with traffic on Taurikura Drive. Internal circulation of buses within Tauranga Crossing may conflict with vehicles and pedestrians within the Crossing. Pedestrians are not required to cross Taurikura Drive to interchange between services. Some chance of conflict for layover buses pulling out into live traffic lanes from the on-street layover	1	1	no change
Financial Fundability	Assumed to fit within likely funding availability. TCL land required for the passenger section of the interchange. Financing to be agreed with TCL. Assumed BCR over 1, based on benefits from an increase in multi-modal patronage. Some sunk costs, however, not deemed significant in the context of the wider programme. OPEX costs associated with bus layover. Bus interchange to Whakakake RAB c.1000m round trip.	-1	-2	50th percentile cost estimate for option 2 is $52.8M nwhich includes Whiore Ave and Taurikura Dr signalisation. Requires an annual license fee to occupy privately held land

Scalability	Potentially can be delivered to align with enabling works timeframes but requires re-development of the intersections along Taurikura Drive for bus access to the interchange. Option integrates well within the long term plan as it can cater for the long term growth in PT services subject to layover provision and agreement of on-site bus bay requirement. Potential for the size of the interchange within Tauranga Crossing to increase in the future (extra bays). Signalised intersections cater well for bus priority of TD in the future. Do min requires RABs.	0	0	no change
Environmental Effects	Repurposing developed land from car parking to bus hub (replacing space for private vehicles to buses). Increase poor noise, visual, vibration effects to passing pedestrians. Minimal impacts compared to do min option.	1	1	no change
Climate Change Mitigation	Assumed stopping to pick up/drop off customers, therefore electric charging station located at layover facility assumed to be on-street elsewhere along Taurikura Drive	0	0	no change
Climate Change Adaptation	No identifiable climate risk or natural hazards in the vicinity of the option location	0	0	no change
Property	Option located in TCL land. Risk that agreement cannot be sought with TCL on proposed option. Impact on TCL property	-2	-2	Requires lease agreement with Tauranga Crossing Limited
Urban Design and Landscape	Can contribute to urban form. Very good user experience on site and with shopping centre close.	2	3	There is 24hour CCTV and security on site, which will mitigate any CPTED risks
Impacts on Te Ao Maori	Not scored	n/a	n/a	no scored
Total Score		**7**	**7**	

Assessed against Do Minimum

Option 3	SH36 Off-street	Initial Score	Final score	Reason for change
Bus bay capacity	16 bus bays achievable on site	2	3	This option meets the full requirement. Therefore, deemed to achieve score of 3
Network connections	Located on the primary bus network on SH36 provide good connections to all proposed bus routes. Unlikely to create additional detours.	1	1	No change
Ease of Access	New intersection layout required at SH29/SH36 and SH36/Taurikura Drive. Dedicated bus phase at SH29/SH36 to provide all direction and leading right turn at SH36/Taurikura Drive provide ease of access/ egress to the bus interchange.	1	-3	Additional phases to enable bus movements at SH29/SH36 and SH36/Taurikura Drive will increase delays. Buses unable to reposition between platforms as u-turn will not be able to be accommodated at the intersections
Interchange facilities	Opportunities for high degree of amenity and interchange facilities on site. Driver layover on site assumed.	3	3	No change
Trip Attractors/ Generators	Over 400m from main entrance of Tauranga Crossing the main trip attractor/generator for retail, shopping and employment opportunities. Do min 300-400m	-1	-1	No change
Severance	Located on edge of Tauranga Crossing boundary and along SH36, which is likely to increase perceived severance from community.	-1	-1	No change
Catchment and mobility	Located close to existing and planned paths for pedestrians and cyclists. Some disadvantage to catchment towards the Lakes as assuming that crossing facilities not provided on SH36 therefore away from desire line. Would need shared path along the frontage of TC. Unlikely to be attractive/ increase use by elderly and mobility impaired.	-1	-1	No change
Technical	Significant work within the live traffic lanes. Construction issues relating to vertical difference between car park, SH36 and grassed area. Potentially retaining walls required. Geotech investigation will be required. May require additional platform width due to vertical difference.	-2	-2	No change

Safety in Design	During operation, the bus interchange is completely separate from the traffic lanes on SH36 and internal circulation on Tauranga Crossing. All access to the interchange controlled by signalised intersections on SH36 with bus only phases or leading right turns. Pedestrian access from the interchange on SH36 to Tauranga Crossing will need to be provided through the Tauranga Crossing site, potential for conflict with circulating vehicles. Potentially working at height in construction.	2	2	No change
Financial Fundability	Major re-alignment of SH36 and upgrade of roundabouts on SH36 to signalised intersections to allow for interchange adjacent to Tauranga Crossing. Would require extension of proposed walking and cycling network from TCL entrance to the interchange along Taurikura Drive as there is no active frontage on SH36. Significant sunk costs due to the realignment of SH36 and the signalised intersections.	-2	-3	Inflation in construction costs means that major re-alignment of state highway is expected to be proportionally more expensive
Scalability	Difficult to be delivered as part of the enabling works as it requires major realignment of SH36 and large signalised intersections on SH36. Unlikely to be implemented in the short term - would need to utilise existing bus bays on Taurikura Drive in the interim. Integrates well with the long term plan for the SH36 intersections and aligns well for future growth of the PT network as it can provide the required bus bays. Signalised intersections cater well for bus priority of TD in the future. Do min requires RABs.	0	0	No change
Environmental Effects	Facility located by side of SH36. High vehicle and vibration environment. Likely to be set back from live traffic lanes. Location has poor noise, vibration and visual pollution	-1	-1	No change
Climate Change Mitigation	Enough space in location for layovers and install electric charging stations for electric buses	1	3	This option meets the full requirement. Therefore deemed to achieve score of 3

Climate Change Adaptation	Option located in a flood prone area to the west of the Kopurererua Stream	-2	-2	No change
Property	Option within road reserve - no identifiable property issues	0	0	No change
Urban Design and Landscape	No active frontage and close to SH36 - not supporting the urban form. User experience can be improved with better passenger facilities on site. Opportunity to improve urban design and landscape using CPTED principles.	-1	-1	No change
Impacts on Te Ao Maori	Not scored			
Total Score		**-1**	**-3**	

Appendix B: Multicriteria Assessment Staff Update

Author: Colm Hartigan, Principal Transport Planner

Date: 30 October 2024

EXECUTIVE SUMMARY

1. The On-Street location was ranked second in the Tauriko West Public Transport Interchange Location Assessment (September 2022).
2. Given the current policy environment, funding constraints, and clear direction from Councillors, staff have updated the scores and increased the weighting of value for money.
3. This update ranks the On-Street Option 1 first.

BACKGROUND

4. The Tauriko West Public Transport Interchange Location Assessment was undertaken by WSP for NZTA as part of the Tauriko Network Connections Detailed Business Case.
5. This assessment considered nine locations. The shortlist of three locations was ranked using a multicriteria assessment (**MCA**). This scored the locations in16 categories. Five tests were undertaken with different weightings for the categories.
6. In all five tests, Option 2 Off-Street was preferred.
7. Staff have updated the multicriteria assessment for the two highest ranked locations. These locations have been rescored.
8. This update to scoring has been reviewed by BOPRC. BOPRC feedback has been incorporated into the final scoring.
9. Staff have added a sixth weighted test reflecting the increased emphasis on value for money.
10. This update has been shared with NZTA and Tauranga Crossing Limited. At the time of writing, formal comments had not been received from either party.

SCORING

11. The scoring scale has been kept consistent with the original MCA. Options are ranked from plus 3 to minus depending on the impacts as per Table 1.

Magnitude	Definition	Score
Large positive (+ve)	Major positive impacts resulting in substantial and long-term improvements or enhancements of the existing environment.	3
Moderate positive (+ve)	Moderate positive impact, possibly of short-, medium- or long-term duration. Positive outcome may be in terms of new opportunities and outcomes of enhancement or improvement.	2
Slight positive (+ve)	Minimal positive impact, possibly only lasting over the short term. May be confined to a limited area.	1
Neutral	Neutral – no discernible or predicted positive or negative impact.	0
Slight negative (-ve)	Minimal negative impact, possibly only lasting over the short term, and definitely able to be managed or mitigated. May be confined to a small area.	-1
Moderate negative (-ve)	Moderate negative impact. Impacts may be short, medium or long term and are highly likely to respond to management actions.	-2
Large negative (-ve)	Impacts with serious, long-term and possibly irreversible effect leading to serious damage, degradation or deterioration of the physical, economic, cultural or social environment. Required major rescope of concept, design, location and justification, or	-3

Table 1 Scoring Scale.

UPDATED SCORES

12. The updated multicriteria assessment scores are shown in Table 2.

		Option 1: On-Street		Option 2: Off-Street	
Operational requirements driving Mode Shift	Bus bay capacity	2	No change. Capacity for four bus stops and two layovers.	2	No change. Four bus bays on site plus two layover spaces on street.
	Network connections	1	No change: Through running bus routes do not need to deviate to access interchange.	-1	No change: Increased vehicle circulation through the bus hub - creating detour and delay on bus network
	Ease of access	1	No change: Low delay for buses noting the need to change lanes to make a right turn for buses travelling west	0	-2 increased to 0: The travel time burden is not expected to be as substantial as previously indicated in the scoring.
	Interchange facilities	-1	-2 increased to -1: Close proximity of layover to bus stop gives an advantage. Layovers are in the same location with the same access to amenities. Some disadvantage in needing to cross the street for some transfers. Waiting adjacent to a busy road is less desirable than next to a dedicated bus lane in a car park.	1	No change: Platforms widths of approx 2.5m wide in drive through interchange layout concept.
Location factors driving mode shift	Trip Attractors / Generators	2	1 increased to 2: Proposed development to the south increases attractors near this location. This is now a more centralised location.	3	No change. 100m from main entrance of Tauranga Crossing the main trip attractor/generator for retail, shopping and employment opportunities.
	Severance	-1	-2 increased to -1: routing the shared user path behind the bus shelters reduces the severance impact.	3	No change: Bus stops are located very close to Tauranga Crossing. There is no need for pedestrians to cross Taurikura Drive. Any severance on site deemed very minimal.
	Catchment and mobility	1	No Change: Catchment is Lakes Blvd, Tauranga Crossing and shops to the south.	2	1 increased to 2: Catchment and mobility superior in the off-street location.
Critical Success Factors	Technical	0	No change. Some technical challenges have already been resolved. Some minor technical risks exist as this design has not yet been worked through.	-1	No change. Intersection will be built regardless. Issue of grading and the sawtooth design remain.
	Safety in Design	-1	No change: Potential conflict between bus movements and general traffic	1	No change
	Financial Fundability	2	-1 increased to 2: Updated cost estimate is $2.5M.	-3	-2 reduced to -3: Some costs are already sunk. Marginal cost is approx. $12.8M to build bus hub plus annual lease costs. Fundability questionable with a lack of NZTA funding.
	Scalability	1	3 reduced to 1: Bus lane could be reallocated into more bus stops on the northern side. On the southern side land acquisition or removal of a traffic lane could	0	No change
Opportunities and Impacts	Environmental Effects	-1	No change: Passenger waiting area located on busy road .	1	No change
	Climate Change Mitigation	0	-2 increased to 0: Electric charging in layover faces same issues in both options.	0	No change: Electric charging in layover faces same issues in both options.
	Climate Change Adaption	0	No change	0	No change
	Property	1	2 reduced to 1: Some property acquisition is required.	-2	No change
	Urban Design and Landscape	0	No change	3	No Change
Total		**7**		**9**	
Average		**0.44**		**0.56**	

Table 2 Updated multicriteria analysis scores.

13. The commentary builds on the commentary in the original location assessment.

14. Option 2: Off Street is preferred if the scores are weighted equally.

WEIGHTED TESTS

15. The preference between the two options depends on the weighting of criteria. The original MCA used five tests with different weightings. The weightings of these tests are detailed in the report.

16. As part of this update, staff have added a sixth test with 25% weighting given to financial fundability, and the remaining categories having 5% weighting each. The results of these tests are shown in Table 3.

	Option 1 On-Street		Option 2 Off-Street	
	Score	Rank	Score	Rank
Test 1	0.48	2nd	0.63	1st
Test 2	0.60	2nd	0.89	1st
Test 3	0.30	2nd	0.37	1st
Test 4	0.58	2nd	0.75	1st
Test 5	0.50	2nd	0.90	1st
Test 6	0.75	1st	-0.15	2nd

Table 3 Updated ranking based on the weighted tests.

17. Option 2 Off-Street is preferred over option 1 On-Street in each of the five original tests.

18. In test 6, which places increased emphasis on financial fundability, option 1 is preferred if the weighting for financial fundability is 9% or greater.

19. Given the current policy environment, funding constraints, and clear direction from Councillors, staff consider that the weighting for financial fundability is at least 9% and Option 1 On-Street is preferred.

Appendix C: Options Analysis

Author: Colm Hartigan, Principal Transport Planner

Date: 29 October 2024

OPTIONS ANALYSIS

1. The options prepared by staff are:
   (a) Option 1: Construct the On-Street PT Hub in two stages. Stage 1 at the same time as the Taurikura Drive Upgrade (**TDU**) in 2025. Stage 2 timed as needed.
   (b) Option 2 Proceed with the Off-Street PT Hub,
      (i) Option 2a: Delay design and construction of the PT Hub and bid for funding in the 2027-2030 NLTP.
      (ii) Option 2b: Delay design and construction and seek alternative funding for the Off-Street PT Hub location.
      (iii) Option 2c: Increase TCC and IFF share to make up for funding shortfall and proceed without further delaying design and construction.
   (c) Option 3: Find another location for the PT Hub.
   (d) Option 4: Do Minimum. Provide only the interim On-Street bus stops on the northwest side of Taurikura Drive.

Option 1 Construct the On-Street PT Hub in stages, with stage 1 at the same time as the Taurikura Drive Upgrade in 2025.

2. The interim bus facility provision required for the TDU would be enhanced to provide an On-Street PT Hub. The enhancements required would be:
   (a) Two additional bus bays, one on each side of Taurikura Drive. That would bring the total provision to be six bays/layovers: two bays and one layover on each side of the road.
      (i) Providing the bus bay on the southeastern side of Taurikura Drive could necessitate undertaking an additional 30m of resealing. This has been costed in, but as resealing would be required in the process of maintenance there would be a future cost saving in that maintenance.
   (b) Two high quality bus shelters on the southern side of Taurikura Drive. It is expected that these can be located within the road reserve.
   (c) Two high quality bus shelters on the northern side of Taurikura Drive.
   (d) Mobility ramps on the northern and southern side of Taurikura Drive to provide better access from the PT Hub to the adjacent trip attractors.
3. This would be split into two stages. Stage 1 would coincide with the TDW to minimise costs. Stage 1 would include all of the bus bays, one shelter on the northern side of Taurikura Drive, routing the shared user path behind the shelters, and the northern mobility ramp. The remainder would be completed later in stage 2 to minimise depreciation, maintenance, and financing costs.
4. The main pros, cons and risks of Option 1 are summarised below.

5. Pros of Option 1

   (a) Fundability and value for money: the low cost of Option 1 makes it much more fundable especially considering the lack of funding in the 2024-27 NLTP.

   (b) Ease of Access: The close proximity of the layovers to the bus stops and the close proximity of both of these to the road creates travel time savings for busses. This was modelled to be 1.5 minutes faster than for the Off-Street bus hub as reported in the location assessment report. Travel time savings for busses lead to travel time savings for passengers and operational efficiencies.

   (c) Property: Located mainly within the road reserve.

6. Cons of Option 1

   (a) Severance: it is inconvenient for some interchanging passengers to make a two-stage crossing to cross Taurikura Drive.

   (b) Urban Design and Landscape: Location On-Street near live traffic lane impacts user experience.

7. Risks of Option 1

   (a) The front bus stop on the southeastern side of Taurikura Drive is relatively close to the Whiore Ave roundabout. Pulling out of the roundabout to then turn right or making a U-turn may be difficult.

   (b) If the roundabout on SH36 is replaced by traffic signals, then services that arrive at this hub from the west and terminate would have a longer travel distance to make a U-turn.

   (c) This is at an early concept stage. As the design progresses it is possible that costs may increase.

8. The multicriteria analysis has indicated that Option 1 is preferred if sufficient weighting is placed on financial fundability. Option 1 is preferred if 9% or more weighting is given to financial fundability, and the remainder spread equally amongst the other categories.

Option 2 Proceed with the Off-Street PT Hub.

9. Three sub options: 2a, 2b, and 2c have been identified above. The elements that are common to all three are discussed here.

10. Option 2 would provide an Off-Street PT Hub near the main entrance to Tauranga crossing. This would include four bus bays and associated bus shelters. The two layovers would be provided on the southeastern side of Taurikura Drive near the PAK'nSAVE.

11. The main pros, cons, and risks of Option 2 are summarised below.

12. Pros of Option 2

   (a) Urban Design and Landscape: Location away from street is a much nicer place for customers.

   (b) Catchment and Mobility: proximity to the main entrance of Tauranga Crossing is advantageous for both catchment and mobility.

   (c) Severance: interchanging is easy for customers. Reduced need for pedestrians to cross Taurikura Drive. No conflict between bus hub users and shared user path users.

13. Cons of Option 2

(a) Financial Fundability: without NZTA funding in the 2024-27 NLTP funding availability remains in doubt. Option 2 is significantly more expensive than Option 1 On-Street.

(b) Travel time: slightly longer travel times for busses would increase travel times for passengers making bus trips less attractive. Would reduce operational efficiencies.

(c) Property: locating the bus hub on private land requires a lease agreement with TCL that has an ongoing cost and an expiry date.

14. Risks of Option 2

(a) There is a risk to the ratepayer of escalating leasing costs.

Option 2a: Delay design and construction of the PT Hub and bid for funding in the 2027-30 NLTP.

15. Pros of Option 2a

(a) This could provide greater fundability and value for money for the ratepayer vs Option 2.

16. Cons of Option 2a

(a) Without securing funding, uncertainty around the PT Hub would remain.

(b) The TDU would need to proceed in such a way as to enable future construction of the PT Hub. This has a cost implication (already budgeted and programmed in the works). If the Off-Street PT Hub did not proceed then these costs would have been sunk.

17. Risks of Option 2a

(a) There is a significant risk that a bid for funding in the 2027-30 NLTP would be unsuccessful. The funds indicated for the Public Transport Infrastructure class in the 2027-30 period in the Government Policy Statement on Land Transport 2024 (GPS, June 2024) are lower than those for the 2024-27 period.

(b) If the bid is unsuccessful, a bid for funds in the 2030-2033 period would require prior agreement with TCL to extend the Agreement to Licence.

(c) At that point in time, the cost of providing Option 1 would have increased as efficiencies from constructing simultaneously with the Taurikura Drive Works would no longer be available.

Option 2b: Delay design and construction and seek alternative funding for the Off-Street PT Hub location.

18. Design and contingency costs of $1,139,037 are provided for in the LTP and are 51% co-funded by NZTA.

19. Construction and contingency costs of $11,652,965 are eligible for 65% IFF funding. Funding for the remaining 35% $4,078,538 would need to be sourced.

20. Pros of Option 2b

(a) This could provide greater fundability and value for money for the ratepayer vs Option 2.

21. Cons of Option 2b

(a) It is not clear where alternative funding would come from.

22. Risks of Option 2b

(a) It may be difficult to secure alternative funding.

(b) If funding is not secured the cost of providing Option 1 may have increased as efficiencies from constructing simultaneously with the Taurikura Drive Works may no longer be available.

Option 2c: Increase TCC and IFF share to make up for funding shortfall and proceed without further delaying design and construction.

23. Design and contingency costs of $1,139,037 are provided for in the LTP and are 51% cofounded by NZTA.

24. Construction and contingency costs of $11,652,965 are eligible for 65% IFF funding. In Option 2c, funding for the remaining 35% $4,078,538 would be debt funded.

25. Pros of Option 2c

    (a) This would provide certainty to the bus hub and appropriate direction to the Taurikura Drive Works.

26. Cons of Option 2c

    (a) This is the most expensive Option for the ratepayer.

    (b) Allocation of funds to this project may be at the opportunity cost of funding other projects in Tauranga.

27. Risks of Option 2c

    (a) As per Option 2.

Option 3 Find another location for the PT Hub.

28. The Tauriko West Public Transport Interchange Location Assessment (2022) already considered various location options in the area, including a long list of nine location options. It is therefore considered unlikely that an alternative superior location for the PT Hub could be found. Resultantly, Option 3 is not recommended and is not taken forward for further discussion here.

Option 4 Do Minimum: provide only the interim On-Street bus stops on the northwest side of Taurikura Drive.

29. This section discusses the implications of the do-minimum option of providing only bus stops on the northwest side of Taurikura Drive by PAK'nSAVE and layovers on the southeast side of Taurikura Drive.

30. This provision would be sufficient for current operations.

31. This provision would not be sufficient for the planned future uplift in services. Resultantly, Option 4 is not recommended and is not taken forward for further discussion here.

Appendix D: Compulsory Sections

Author: Colm Hartigan, Principal Transport Planner

Date: 29 October 2024

STATUTORY CONTEXT

1. The Land Transport Management Act (**LTMA**) 2003 provides the legal framework for managing and funding land transport activities. The purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

STRATEGIC ALIGNMENT

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

	Contributes
We are an inclusive city	✓
We value, protect and enhance the environment	✓
We are a well-planned city	✓
We can move around our city easily	✓
We are a city that supports business and education	✓

3. An increased uptake of public transport has been identified in both the Urban Form + Transport Initiative (**UFTI**) and the Transport System Plan (**TSP**). More specifically, a public transport hub and associated network in the Tauriko area near Taurikura Drive is aligned to UFTI and the TSP. Tauriko area specific business case investigations such as the Tauriko Network Connections Programme Business Case (2016), and the Tauriko Network Connections Detailed Business Case (2023) also confirm Taurikura Drive as a prime location for public transport interchanges. Furthermore, the area near Taurikura Drive has been identified as a prime location for current and future public transport interchanges through the Public Transport Reference Case.

4. In addition, a public transport hub and associated network improvements will support the urban development of the Tauriko West and other Western Corridor Urban Growth Areas (**UGA**) that have been identified through the Bay of Plenty Regional Policy Statement (**RPS**), SmartGrowth and UFTI. In so doing, the improvements will contribute to the Council meeting its requirements under the National Policy Statement – Urban Development (**NPS-UD**) in respect to development capacity requirements and implements expectations in SmartGrowth and UFTI.

TE AO MĀORI APPROACH

5. The recommended option aligns with the principles in Council's Te Ao Māori approach. The recommended On-Street option would be situated within the Council's Road reserve with a fit-for-purpose footprint that allows for sustainable transport options at the Tauranga Crossing. This option will support positive access to public transport services both to Māori and for the wider community to enjoy. Specific principles aligned to this option are:

(a) Kaitiakitanga – this option aligns well with Kaitiakitanga as this principle is about supporting human and environmental interactions.

(b) Manaakitanga – this option will support wellness, wellbeing, and good health in the community through access to safe and efficient public transport services.

(c) Tūmanako – this option displays the best value for money of the options proposed in this paper.

(d) Whanaungatanga – this option would help facilities people making connections with other members in the community through access to public transport, therefore strengthening interpersonal relationships.

CLIMATE IMPACT

6. This section discusses how the recommendations impact on Tauranga's ability to adapt to a changing climate, reduce emissions, and enhance nature and biodiversity.

Adapting to a changing climate

7. The two locations proposed are near each other and have similar climate risks.

Reducing emissions

8. The majority of emissions in Tauranga are from Transport, representing 74% of total gross emissions in 2020/21 (source: Tauranga Community Carbon Footprint September 2022).

9. A decision to provide a PT Hub would enable city-wide emissions reductions by facilitating the adoption of sustainable transport. Increased attractiveness of the public transport would enable a higher mode shift towards bus trips and reduce single occupancy trips. This would reduce the emissions associated with those vehicle trips.

10. An Off-Street PT Hub might better enable this mode shift than an On-Street PT Hub. This is because the Off-Street location is a more attractive place to wait for buses, it is closer to the main entrance of the large shopping mall, and it would not create conflicts between people standing by the bus shelter and people using the shared user path to walk or cycle along Taurikura Drive. However, this is not entirely clear. An On-Street PT Hub would reduce journey times for buses which would both increase the attractiveness of bus journeys and increase operational efficiency (potentially allowing the savings to be invested in better bus services).

11. It is likely that an On-Street PT Hub would have lower embodied emissions than an Off-Street PT Hub. As On-Street bus stops are required to be provided in the interim period prior to the construction of a bus hub, most of the embodied emissions associated with the construction of an On-Street bus hub are required regardless of the location choice. The Off-Street PT Hub would have more significant construction activity including grading between the carpark and the intersection. The embodied emissions associated with maintenance would also be higher for this option.

Enhancing nature and biodiversity

12. This decision could have a very minor direct impact on nature and biodiversity. Providing bus shelters for the On-Street location could require moving a small number of trees. Mitigation for this would be thoroughly explored if this option was selected. The Off-Street location would be on private land, so the alternative land use is not within TCC's control.

CONSULTATION / ENGAGEMENT

13. Public engagement has been undertaken through NZTA's Tauriko Network Connections Detailed Business Case, as outlined in the business case report in chapter 5. A public transport interchange has been identified in this area on all plans throughout

the engagement process, however only as an area-based location rather than a concept design. Improvements to the public transport network were identified through all engagement events, as outlined in the business case report. Summaries of all engagement are included in the business case and presented on NZTA's website.

14. No detailed public engagement on the design has been undertaken due to the project requiring confidentiality due to negotiations with TCL.

Engagement with TCL

15. Staff have had monthly meetings with TCL since the start of 2024 and since 27 August 2024 have gone to weekly meetings with TCL. TCL has been kept up to date with the funding requirements for the PT Hub and are aware of the options being put forward in this paper.

Engagement with BOPRC

16. Staff have worked with staff from BOPRC to prepare this paper. Comments and feedback from BOPRC have improved this paper and the scoring undertaken in the multicriteria assessment.

Engagement with NZTA

17. NZTA have recently been approached for comment. At the time of writing NZTA have not yet provided comment.

Engagement with Iwi

18. The BOPRC has asked TCC to contact three iwi for their comments regarding the Taurikura Drive Upgrade (**TDU**) proposal. Ngāti Ranginui, Ngāi Te Rangi and Ngāti Pūkenga have been contacted and have been given the opportunity to provide comments. The engagement to date has been regarding the TDU.

Engagement with Hapu

19. Staff have worked with representatives from Hapu Ngai Tamarawaho, Ngāti Hangarau, Ngāti Kahu via the Tauriko Enabling Works - Mana Whenua Engagement Group Hui. Comments and feedback have been taken onboard and incorporated into the TDU project. The engagement to date has been regarding the TDU.

SIGNIFICANCE

20. 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.

21. 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 issue.

    (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.

22. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the issue is of medium significance, however the decision proposed in this report is of low significance, given that a decision ultimately can only be made at a Tauranga City Council meeting.

ENGAGEMENT

23. Taking into consideration the above assessment, that the issue is of medium significance, officers are of the opinion that no further engagement is required prior to Council making a decision.

LEGAL IMPLICATIONS / RISKS

24. Tauranga City Council (**TCC**), Tauranga Crossing Limited (**TCL**) entered into an Agreement to Licence (**ATL**), which enables TCC to work together with TCL to design and construct a Public Transport Hub (**PT Hub**) on TCL's land at Tauranga Crossing Shopping Centre including bus stops, shelters, and cycle paths, integrated with the TDU and long-term transport planning in the region.

25. Upon completion of the PT Hub, TCC will be granted a licence to occupy TCL's land and operate the PT Hub for a term of 34 years and 364 days (**LTO**). TCC will pay a licence fee, which will be calculated based on the final area of the PT Hub after construction.

26. The ATL contains a provision requiring TCC to issue an Initiation Notice to commence the design and construction of the PT Hub at Tauranga Crossing Shopping Centre. This notice must be issued once the TDU design has reached a sufficient stage to allow the design of the PT Hub. The ATL records that that the parties anticipated the Initiation Notice would be given on or before 31 January 2025.

27. TCC is required to advise TCL if it anticipates that Initiation Notice date may change (to an earlier or later date). The purpose of the Initiation Notice is to provide TCL a "heads up" and to give some structure to the process (i.e. TDU design then PT Hub design, with a view to having the TDU complete prior to PT Hub works). TCL have advised at a recent meeting that changing the anticipated date of provision of the Initiation Notice to 2028 is likely to be acceptable.

28. Following the issuance of the Initiation Notice, TCC is obligated to collaborate with TCL to appoint consultants and develop the Concept Design and Detailed Plans for the PT Hub.

29. In the event the tender process for construction of the PT Hub has not commenced by 30 June 2030, the ATL provides either party the right to terminate the ATL. The ATL will not automatically terminate at the 30 June 2030 date – but rather a right arises which can be exercised. The termination date may be extended or the termination right waived, however both parties would need to agree this variation to the ATL in writing. The ATL does not contain any earlier right of termination, however the ATL could be terminated earlier with the agreement of both parties.

9.4 Tauranga and Western Bay of Plenty Transport Committee Structure and Function

File Number: **A16954138**

Author: **Shawn Geard, City Centre Infrastructure Lead**

Authoriser: **Mike Seabourne, Head of Transport**

PURPOSE OF THE REPORT

1. The purpose of this report is to summarise the workshop held 18 October 2024 and provide a proposed terms of reference for a revised Joint Transport Committee

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RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

(a) Receives the report "Tauranga and Western Bay of Plenty Transport Committee Structure and Function".

(b) This committee recommends to Bay of Plenty Regional Council and Tauranga City Council that the revised terms of reference be adopted,

(c) That Western Bay of Plenty District Council be invited to join the new committee and asked to adopt these terms of reference.

EXECUTIVE SUMMARY

2. At the workshop held 18 October 2024 expectations, objectives, opportunities, etc were discussed in regard to political governance of transport in Tauranga with the potential to include the wider Western Bay of Plenty subregion.
3. Following this workshop it was agreed next steps would be to present an updated terms of reference to this committee for recommendation prior to asking Councils to adopt these terms of reference.
4. Key opportunities identified from this workshop were:
   (a) A desire to provide for more efficient governance,
   (b) Providing a transport network delivering for the community,
   (c) A desire for political level alignment of opportunities and constraints that exist within the Tauranga and Western Bay of Plenty subregion,
   (d) Improved community engagement in respect to the transport network
5. Proposed updated Terms of Refence as well as a workshop summary can be found as attachments.

ATTACHMENTS

1. **DRAFT Tauranga_Western Bay of Plenty Transport Joint Committee Terms of Reference - A16956307** ⇩
2. **18 October 2024 Workshop Summary - A16956312** ⇩

DRAFT Tauranga and Western Bay of Plenty Transport Joint Committee Terms of Reference

Membership

Chairperson	Alternating between BOPRC and TCC
Deputy Chairperson	Alternating between BOPRC and TCC
Members Bay of Plenty Regional Council (BOPRC) x 2 Tauranga City Council (TCC) x 2 Western Bay of Plenty District Council x 1	 Cr Andrew von Dadelszen Cr Paula Thompson Cr Glen Crowther Cr Rick Curach Cr Rod Taylor (Alternate) *TBC*
External Member (non-voting) Waka Kotahi NZ Transport Agency	 Jessica Andrew *TBC - Alternate*
Quorum	Three members, consisting of more than half the number of voting members.
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 on an annual basis.

Purpose

Provide effective political governance of an integrated transport system across the Tauranga and Western Bay of Plenty subregion through joint recommendations.

Ensure co-ordinated decision-making for effective delivery of transport initiatives that addresses system-wide benefits, risks and strategic priorities for the community.

Role

The Tauranga and Western Bay of Plenty Transport Joint Committee is a joint committee of Bay of Plenty Regional Council, Tauranga City Council and Western Bay of Plenty District Council that reports to the respective Councils.

The area covered by the Joint Committee extends to the Tauranga City Council and Western Bay of Plenty District Council boundaries.

The primary role of the Joint Committee is to deliver effective governance of the subregional transport system; providing advice and direction back to the Councils in order to achieve an integrated transport system and enhanced community value.

Functions within the scope of the Joint Committee include, but are not limited to:

- Enabling integrated transport system thinking and decision making for the Tauranga and Western Bay of Plenty subregion.
- Ensuring transport decision making in the Tauranga and Western Bay of Plenty subregion delivers on the transport and land use outcomes set out in the SmartGrowth Strategy and Future Development Strategy, the Urban Form and Transport Initiative (UFTI) Programme Business Case and Tauranga Transport System Plan (TSP).
- Providing governance level community engagement opportunities on the subregional transport system.
- Preparing and reviewing a Tauranga and Western Bay of Plenty integrated transport work programme.
- Receiving reporting on the performance of the Tauranga and Western Bay of Plenty transport system, including public transport services and strategic infrastructure delivery, and making recommendations for improvement.

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 functions of the Regional Council.

Reports to the Joint Committee will be prepared in partnership between the councils. Where differences of view at officer level are apparent, these will be clearly set out in order for Committee Members 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 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 councils.

Power to Recommend

The Tauranga and Western Bay of Plenty Transport Joint Committee recommends and reports directly to the respective councils on all transport matters, with the following exceptions:

- Recommendations to the Regional Public Transport Committee on Tauranga and Western Bay of Plenty public transport matters to be considered as part of the Regional Public Transport Plan process; and

- Recommendations to the Regional Transport Committee on Tauranga and Western Bay of Plenty land transport matters to be considered as part of the Regional Land Transport Plan process.

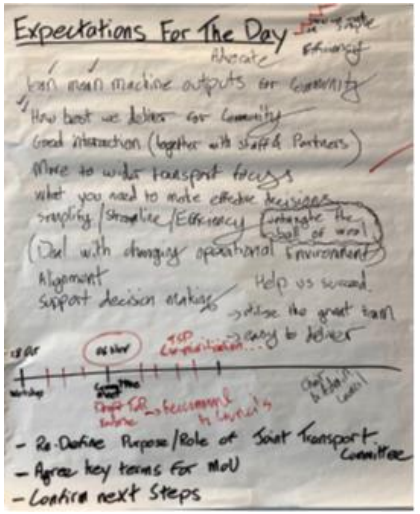
October 18th 2024

Joint Transport Committee Workshop

Workshop Expectations and Objectives

The workshop began with each participant introducing themselves and outlining their expectations for the workshop:

- *Advocate effectively for all parties involved*
- *Create lean mean machine outputs for our community that are achievable and add value*
- *How we deliver for our community – ensuring it's for our community with our community*
- *Supportive and positive interactions with our staff and partners*
- *Move to a wider transport focus together*
- *How we make effective decisions – simplify/streamline/efficiency*
- *How to deal with and manage a changing environment*
- *Alignment across councils*
- *Re-define the purpose and role of the 'joint transport committee'*
- *Agree key inputs for the MoU*
- *Confirm next steps*

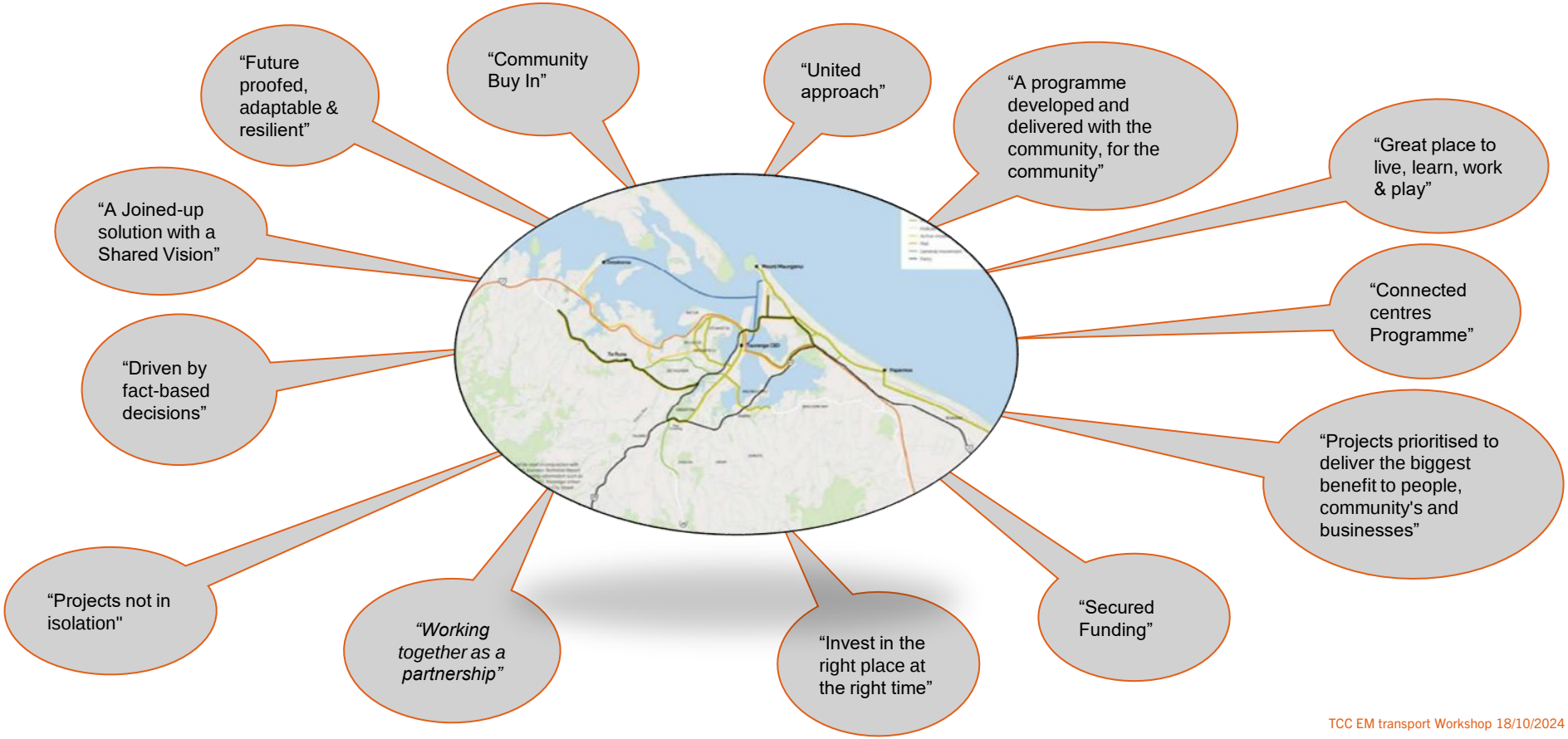


"We need to untangle the ball of wool"

TCC EM transport Workshop 18/10/2024

Transport System Plan / Partnership

The Transport System Plan sets clear direction for Our region



TCC EM transport Workshop 18/10/2024

What's Working Well...

The workshop participants were asked, what has been working well, and should be repeated going forward:

- *Strong transport staff on all 3 councils*
- *Inter-council members working as a team*
- *Passionate committee members – want what's best*
- *Strong community demand for input into transport decisions*
- *Opportunity to communicate with the public on transport needs – connect with the community*
- *Joint committee to champion UFTI & TSP*
- *Environment to jointly address complex challenges (*opportunity for councillors to be informed of complexity of challenges*)*
- *Around the table is a good understanding of the scale and complexity of strategic challenges*
- *Simplicity in approach*
- *Outcomes focussed*
- *Great relationships at the base of everything*

TCC EM transport Workshop 18/10/2024

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TCC EM transport Workshop 18/10/2024

Opportunities for Improvement

The workshop participants identified the following opportunities for improvement:

- *Opportunity to bridge the gap between the strategic layer and the operational layer "the TSP has no home"*
- *Political and technical level of understanding and approach is not always synchronised*
- *Trust the staff to operationalise the plan*
- *Improve the transport journey reliability*
- *Improve our communications with the public*
- *Feedback to the TSP from the committee*
- *Opportunity to review and endorse what the role of governance is, ensure it is fit for purpose*
- *Improve the narrative of the UPTI – outlining the background for better understanding*
- *Develop a mechanism to capture and record strategic conversations regarding budget and securing funding*
- *Councils need to consider the effect on rate payers across all councils – combined understanding of the investment*
- *Funding is a key issue and central to delivering an integrated programme of work*

TCC EM transport Workshop 18/10/2024

Joint Transport Committee

The workshop participants identified the following opportunities for improvement:

Purpose

"To provide political alignment through joint recommendations and advisory, providing integrated transport governance across key stakeholders in the Western Bay of Plenty, ensuring coordinated decision-making and effective delivery of transport initiatives that address system-wide benefits, risks, and strategic priorities"

Membership *Agreed membership of the committee:*

2 x TCC Councilors
2 x BoPRC Councilors
1x WBoPDC Councilors
1x NZTA (no Voting)
Each party to have alternate

Authorities & Commitment

The committee will have a strategic view focused on delivery of the TSP. Projects that fit within or will impact on the TSP should be presented to the Committee for endorsement. Before being presented to respective Councils.

Role of the Committee

- *Working in Partnership to deliver best value*
- *Re-affirming the vision*
- *Strategic not Operational*
- *Engaging with the community*
- *Critical information steering*
- *Consider the strategic journey*
- *Joined up Governance*
- *Simplify and streamline process*
- *Connect Operations with Governance*
- *Protect and empower our team to deliver*
- *Hold accountable*
- *Manage and maintain the relationship between the transport and strategic committees*

TCC EM transport Workshop 18/10/2024

What Success Looks Like

To close out the session, the team worked together to discuss what success would look like for the Joint Transport Committee in two years' time.

- *Action on the ground*
- *One shared vision for Western Bays*
- *Co-ordinated approach to investment – best outcome for $$ spent*
- *Clear direction to make progress*
- *Full & meaningful engagement*
- *Transparency with the community – 'bring them on the journey with us'*
- *Feel like we have achieved something meaningful*

TCC EM transport Workshop 18/10/2024

Next Steps

- *Terms of Reference to next Committee Meeting – 07.11.24*
- *Transport System Plan Update – Overview to the Joint Transport Committee*
- *Public Awareness and Engagement*

TCC EM transport Workshop 18/10/2024

10 DISCUSSION OF LATE ITEMS

11 CLOSING KARAKIA