



# 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](http://www.tauranga.govt.nz).*

**Marty Grenfell  
Chief Executive**



# Terms of reference – Tauranga Public Transport Joint Committee

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## Membership

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<b>Chairperson</b>	Cr Rick Curach
<b>Deputy chairperson</b>	Cr Andrew von Dadelszen
<b>Members</b>	
<b>Bay of Plenty Regional Council</b>	Cr Paula Thompson Cr Andrew von Dadelszen
<b>Tauranga City Council</b>	Cr Glen Crowther Cr Rick Curach Cr Rod Taylor ( <i>Alternate</i> )
<b>External Member (non-voting)</b>	
Waka Kotahi NZ Transport Agency	Jessica Andrew <i>TBC - Alternate</i>
<b>Quorum</b>	Two members, consisting of half the number of members, of which one must be from each respective Council.
<b>Meeting frequency</b>	Bi-monthly or as required by the need for decisions.

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*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.

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*Adopted by Tauranga City Council – 8 February 2022*

*Adopted by Bay of Plenty Regional Council – 17 February 2022*

## Annex 1: Projects and Business Cases

### Priority Projects

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

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

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

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

### Business Cases

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

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

### Operations

Matters could include:

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



## Order of Business

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

## **7 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

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### **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**

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**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 responsibility of the appointment to this meeting.

#### COMMITTEE RESOLUTION TPT3/24/1

Moved: Cr Paula Thompson

Seconded: Cr Glen Crowther

That the Tauranga Public Transport Joint Committee:

- (a) Receives the report "Appointment of Chairperson to the Tauranga Public Transport Joint Committee".
- (b) Determines to use System B to appoint the Chairperson of the Tauranga Public Transport Joint Committee.

**CARRIED**

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

#### COMMITTEE RESOLUTION TPT3/24/2

Moved: Cr Glen Crowther

Seconded: Cr Paula Thompson

That the Tauranga Public Transport Joint Committee:

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

**CARRIED**

#### Key Points

- Councillor Curach 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 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 infrastructure with a specific strategic focus on the first three years of a 10 year transport plan. It also outlined the proposed achievements of the public transport system, the strategic plan on how these would be achieved, and the provision of the proposed public transport services.
- The delivery of public transport was provided by Bay of Plenty Regional Council (BOPRC) through the operation and supply of buses and bus drivers, dedicated bus services for Tauranga urban schools, and subsidised taxi services from the Total Mobility Scheme.
- BOPRC's public transport operating model was described as a 'City Centre Terminating Model', where buses come into the city centre, terminate, and then turn around to go back out again. Staff were exploring if this model was fit for purpose long-term and if it could deliver against the various strategic outcomes that BOPRC were seeking within the sub-region. Through-routing from one side of the city to the other was proposed as an alternate operating model. The benefits of this model meant that customers moving across the city do not have to transition onto another bus therefore offering a more seamless experience. The transitioning of buses was identified as a barrier for some customers as it was an inconvenience.
- The boarding numbers from public transport services in the Tauranga urban area increased by 25% in the 2023/24 financial year when compared against historical financial years. When school/Bay Hopper users were excluded, there was an increase of boarding numbers over 30% from the same time period which indicated a strong demand for the service.
- Key reasons why public transport had seen an increase was due to an increase of road congestion, parking prices, employers promoting public transport usage and the promotion of no fees for school children.
- Other solutions for improving public transport's negative perception, specifically around empty buses and the environmental concern of operating diesel buses were being addressed. The movement of people throughout the day heavily impacted on the usage of buses. Buses had more passengers during peak work and school commuting hours.
- It was noted that a minimum of four passengers on a bus trip emitted less carbon gases compared to a car with a single passenger. Buses that operated against the tidal flow of

people were still providing a vital connection service for communities.

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

### Requests from Councillors

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

### COMMITTEE RESOLUTION TPT3/24/4

Moved: Cr Andrew von Dadelszen

Seconded: Cr Paula Thompson

That the Tauranga Public Transport Joint Committee:

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

**CARRIED**

### Attachments

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

## 8.2 Project Update

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

Presentation attached to the minutes

### Key Points

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



- The financing of activity classes from New Zealand Transport Agency (NZTA) were expressed. Majority of funding requests were partially fulfilled however, compared to other cities, Tauranga received a significant contribution.
- TCC staff spoke to their presentation surrounding key project wins, risks, and unfunded issues.
- Key wins included the approval of the 15<sup>th</sup> 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.**

.....  
**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.

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#### RECOMMENDATIONS

That the Tauranga Public Transport Joint Committee:

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

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#### 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 an 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 revoked 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 trial 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.
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### 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



Te Kāwanatanga o Aotearoa  
New Zealand Government

# Agenda

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

















### 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.

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#### 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.

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#### 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 licence 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** [↓](#) 

























































































































































## 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.

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### 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 Reference 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** [!\[\]\(f6ec0429e2f15dbd4a39b612501b6fa4\_img.jpg\)](#) [!\[\]\(bccf48a45f044a80137a9e5c119c3170\_img.jpg\)](#)
2. **18 October 2024 Workshop Summary - A16956312** [!\[\]\(7af7f378eb8a73ac86e99d0b616ca2dd\_img.jpg\)](#) [!\[\]\(9836b9ec62eaed550544fb16d43bb6b7\_img.jpg\)](#)





























**10 DISCUSSION OF LATE ITEMS**

**11 CLOSING KARAKIA**