



AGENDA

Tauranga and Western Bay of Plenty Transport Committee meeting Friday, 5 June 2026

**I hereby give notice that a Tauranga and Western Bay of Plenty
Transport Committee meeting will be held on:**

Date: Friday, 5 June 2026

Time: 1:30 pm

**Location: Mareanui - TCC Chambers
L1 - 90 Devonport Road
Tauranga**

**Marty Grenfell
Chief Executive**

Terms of reference – Tauranga and Western Bay of Plenty Transport Joint Committee

Please see Terms of Reference available on the Bay of Plenty Regional Council website:
[Tauranga and Western Bay of Plenty Transport Committee](#)

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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 Confirmation of the Tauranga and Western Bay of Plenty Transport Committee meeting of 22 August 2025

File Number: A20283298

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Sarah Holmes, Team Leader: Governance & CCO Support Services

RECOMMENDATIONS

That the minutes of the Tauranga and Western Bay of Plenty Transport Committee meeting on 22 August 2025 be confirmed as a true and correct record.

ATTACHMENTS

1. Tauranga and Western Bay of Plenty Transport Committee - Minutes - 22 August 2025 - A20283312 [↓](#) 

Tauranga and Western Bay of Plenty Transport Committee

Open Minutes

- Commencing:** Friday 22 August 2025, 12:00 pm
- Venue:** Council Chambers, Regional House, 1 Elizabeth Street, Tauranga
- Chairperson:** Andrew von Dadelszen – Toi Moana Bay of Plenty Regional Council (BOPRC)
- Deputy Chairperson:** Rick Curach - Tauranga City Council (TCC)
- Members:** Cr Kat Macmillan – BOPRC, Cr Glen Crowther - TCC
Cr Rod Taylor – TCC, Mayor James Denyer - Western Bay of Plenty District Council (WBOPDC), Deputy Mayor John Scrimgeour – WBOPDC (via Zoom), Cr Ron Scott - BOPRC
- External Members (non-voting):** Matthew Kilpatrick – Tauranga Transport System Plan (TSP) Programme Manager
- In Attendance:** BOPRC: Cr Ron Scott; Oliver Haycock – Director, Public Transport; Andrew Williams – Manager, Transport Strategy; Simon Bell – Manager, Transport Operations, Dale Clarke – Senior Transport Planner; Amanda Namana – Committee Advisor
- TCC: Mike Seabourne – Head of Transport; Shawn Geard – Transport Systems Operations Manager; Chris Barton – Programme Director: Major Transport Projects, Colm Hartigan – Principal Transport Planner (via Zoom), Anthony Pearse – Senior Transport Planner (via Zoom)
- External: Ngaire Atmore – NZ Transport Agency Waka Kotahi (NZTA) Regional Advisor – System Design, Waikato & Bay of Plenty (via Zoom)
- Apologies:** Susan Collins - NZTA

1. Apologies

Resolved

That the Tauranga and Western Bay of Plenty Transport Committee:

DRAFT MINUTES YET TO BE CONFIRMED

1

TAURANGA AND WESTERN BAY OF PLENTY TRANSPORT COMMITTEE
MINUTES

22 AUGUST 2025

1 Accepts the apology from Susan Collins - NZTA tendered at the meeting.**Scott/Curach
CARRIED****Chair's declaration**

The Chair recognised recently retired member Cr Paula Thompson and her contribution to the Committee.

He advised members that the meeting was being livestreamed and recorded and that the recording would be made available on the Bay of Plenty Regional Council website following the meeting and archived for a period of three years: [Tauranga and Western Bay of Plenty Transport Committee - 22 August 2025](#)

2. Order of Business

Tauranga Arterial Upgrades Presentation was moved to follow Item 7.5 - Joint Public Transport Project Update.

3. Declaration of Conflicts of Interest

None declared.

4. Minutes**Minutes to be Confirmed****4.1 Tauranga and Western Bay of Plenty Transport Committee Minutes - 30 May 2025****Resolved**

That the Tauranga and Western Bay of Plenty Transport Committee:

1 Confirms the Tauranga and Western Bay of Plenty Transport Committee Minutes - 30 May 2025 as a true and correct record, subject to the following amendments:

- Page 8 of the agenda:
 - Bullet Point 2 of 'In Response to Questions' remove 'Brookfield'
 - Bullet Point 1 of 'Key Points - Members' - amend to 'TCC did not progress the BOPRC submission to bring forward planning for the Brookfield public transport improvements project'.

**Crowther/Curach
CARRIED****5. Reports****Decision Required****5.1 Membership Update**

Presented by: Oliver Haycock - Director, Public Transport

DRAFT MINUTES YET TO BE CONFIRMED

2

TAURANGA AND WESTERN BAY OF PLENTY TRANSPORT COMMITTEE
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In Response to Questions:

- Confirmed that Cr Scott was appointed to the Committee by the Bay of Plenty Regional Council and was recognised as a full voting member from the commencement of the meeting.

Resolved

That the Tauranga and Western Bay of Plenty Transport Committee:

- 1 Receives the report, Membership Update;**
- 2 Notes the appointment of Cr Ron Scott as a Bay of Plenty Regional Council representative to the Tauranga and Western Bay of Plenty Transport Committee.**

**von Dadelszen/Crowther
CARRIED**

Information Only

5.2 Cameron Road Bus Lanes - Activation Pathway

Presented by: Andrew Williams - Manager, Transport Strategy and Shawn Geard - Transport Systems Operations Manager (TCC)

Key Points:

- The Committee could recommend to TCC that the pathway be activated, which would then become a TCC decision.

In Response to Questions:

- Key metrics were variability of buses and potential timing, along with community impacts on the existing carpark during activation times. Community engagement would be undertaken based upon these metrics, which would need to be clearly understood prior
- Enforcement of parked cars in the bus lanes would not be undertaken during the first month of activation whilst the public became aware of the change, after which tow trucks would be used to move vehicles
- There was intermittent media interest in this topic and suggested removing the bus lane signs in the interim may assist to alleviate confusion.

Resolved

That the Tauranga and Western Bay of Plenty Transport Committee:

- 1 Receives the report, Cameron Road Bus Lanes - Activation Pathway.**

**von Dadelszen/Scott
CARRIED**

5.3 Tauranga City Centre Security Deployment

Presented by: Simon Bell - Manager, Transport Operations

DRAFT MINUTES YET TO BE CONFIRMED

3

Key Points:

- Staff were responding to feedback from the community and bus drivers regarding perceived risk at Durham Street South during certain times of the day and would be monitoring outcomes of proposed changes.

In Response to Questions:

- Motu Move would not resolve potential cashbox theft or driver/passenger conflict regarding payment
- Fare disputes occurred across the region and were not concentrated in any area
- The primary focus of security was de-escalation, visual deterrence and reporting
- In instances where it had been necessary to call police, the response time was typically swift
- There were currently three security guards situated at Durham Street for a full eight hour shift
- Many incidents occurred through direct use of public transport, with further societal issues taking place at bus stops which were not inherently related to the public transport network operation.

Resolved**That the Tauranga and Western Bay of Plenty Transport Committee:**

- 1 Receives the report, Tauranga City Centre Security Deployment.**

**von Dadelszen/Crowther
CARRIED**

5.4 Tauranga School Bus Services Review

Presented by: Andrew Williams – Manager, Transport Strategy

Key Points:

- Staff would now focus on cost savings and efficiencies in other areas e.g. recontracting of services and working through delivery of the National Ticketing Solution (NTS), noting the changes in fare structure this would bring.

Key Points - Members:

- Commended staff on their work and in achieving an efficient and effective school bus service
- Suggested there were currently Pāpāmoa College students on the grounds prior to 8:00 am and additional staffing requirements during the school term would be minimal or duties could be shared.

In Response to Questions:

- The review undertaken was comprehensive and the proposed options were identified near the end of the process
- Staff were looking at potential cost savings through how procurement models were delivered across the wider region, which was outside the school bus services scope

- The review highlighted that some children were only being transported short distances, therefore fares could be a useful instrument in getting people to consider walking/ cycling options as viable alternatives to the school bus
- As the review highlighted the high level of effectiveness of the school bus service, opportunities for cost savings were limited. The other options proposed could deliver minimal savings for substantially higher risk to the community and operation of services
- Consultation regarding charging for the service would occur as part of the NTS delivery, for which timeframes were not confirmed. This would also be communicated with the community earlier as part of the fares review.

Resolved

That the Tauranga and Western Bay of Plenty Transport Committee:

- 1 Receives the report, Tauranga School Bus Services Review;**
- 2 Writes a letter to Pāpāmoa College to be signed by the Chair, outlining the Committee's discussion on their position and requests a constructive conversation to find a solution.**

**Scott/Crowther
CARRIED**

5.5 Joint Public Transport Projects Update

Presentation: Cameron Road Stage Two Update [↗](#)

Presented by: Matthew Kilpatrick – Senior Transport Planner (BOPRC), Shawn Geard - Transport Systems Operations Manager (TCC) and Chris Barton - Programme Director: Major Transport Projects (TCC)

Key Points:

- The Regional Public Transport Plan (RTP) project commenced at the start of 2025, with a successful workshop reviewing the strategic framework held on 17 June 2025
- A further workshop was scheduled for 9 September 2025 which would focus on policies and targets
- Approximately 56,000 patrons had used the OnDemand service as at 1 August 2025, with the trial being extended to April 2026 through the Annual Plan process
- The TCC/WBOPDC Travel Safe team's Rail Safety Week and promotional video was well received locally and recognised nationally
- Provided a project update of the Cameron Road Stage 2 project, including funding, timeline and details on the preferred concept option
- The separate cycle route on Cameron Road Stage 2 would also be a shared path at some points
- Outlined the three proposed options for Greerton Village.

Key Points - Members:

- Urged that the vision of a people-centric transport system remained strong at all costs, rather than the current car-centric system
- The Cameron Road project was critical to the long term sustainability of Tauranga

- Transparency was key, as was alignment between TCC and SmartGrowth.

In Response to Questions:

- Weekly patronage of the OnDemand service returned to steady levels following the fare increase
- Balancing the varied uses/ modes along with a constrained budget and roading corridor would be a key consideration going forward
- The context and purpose for Cameron Road Stage 2 had not fundamentally changed, nor had strategic plans for intensification of Te Papa peninsula, which were still aligned with the original SmartGrowth plans
- The Cameron Road corridor had an integral function which could not be fulfilled through alternative routes, with consideration of all modes being key to the design
- Research highlighted that key drivers for public transport use was having direct journeys and competitive journey times. BOPRC was aiming to move toward enabling cross town movements, which required a high level of network reliability. Enabling the Tauriko to Mount Maunganui corridor in the future was another key movement
- Cameron Road was being relied upon heavily as a strategic public transport corridor for future plans.

Resolved**That the Tauranga and Western Bay of Plenty Transport Committee:**

- 1 Receives the report, Joint Public Transport Projects Update.**

**von Dadelszen/Crowther
CARRIED**

6. Presentation**6.1 Tauranga Arterial Upgrades**

Presentation: Tauranga Arterial Upgrades [↔](#)

Presented By: Shawn Geard - Transport Systems Operations Manager (TCC) and
Mike Seabourne - Head of Transport (TCC)

Key Points:

- Challenges in Tauranga included limited funding, limited space and the geography of the city providing its own constraints on arterial routes
- The Transport System Plan (TSP) was critical to avoid gridlock with the amount of growth the city was experiencing, however what it was trying to achieve was not clearly understood within the wider community
- While the investment was likely to reduce future congestion levels expected, it was not expected to significantly improve the current state
- Traffic impacts on key corridors would be minimised by coordinating forward maintenance and infrastructure works
- The High Occupancy Vehicle (HOV) lanes' primary purpose was to move people as efficiently as possible through the available space
- New Zealand was ranked first in the world for car ownership per capita, with Tauranga ranked first in the country for reliance on car travel

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- Detailed potential locations for HOV lanes during construction of the arterial upgrade projects, including the benefits and disadvantages of each
- Cycle lanes and pedestrians were generally deprioritised in the suite of HOV lane options and would be a key aspect of community consultation.

Key Points - Members:

- Enabling people to cross the road safely during these operations was critical given the number of pedestrians and local sports in the area
- Expressed concern over spending money and time whilst compromising safety, without knowing whether the benefits outweighed these.

In Response to Questions:

- Although timeframes were not confirmed, it was currently estimated as late 2025/early 2026 to align with community engagement activities
- Staff were aware of most significant land use changes planned which was being tracked to consider influences on the project
- The construction teams held responsibility for the methodology for traffic management on the Fifteenth Ave/Turret Road project and it was anticipated that lanes would be open as much as possible, with times where the bridge would need to be closed. TCC staff were undertaking modelling of one lane closures and other scenarios to help inform discussions around potential trade-offs
- A strong marketing campaign for any shared path or HOV options implemented would be critical as this involved substantial behaviour change for the public.

1.49 pm – Mayor Denyer **withdrew** from the meeting.

1.55 pm – Mayor Denyer **entered** the meeting.

- Zebra crossings on roads with two lanes in one direction were particularly dangerous. There was a potential option (subject to funding) to have light signals installed at the Kaitemako Road intersection to provide a safe crossing for pedestrians
- Managed lanes were able to have their uses switched over time and community consultation would play a part in informing this long term
- BOPRC and TCC staff were working together to understand operational implications early, in order to best respond to these, identify options and deliver the most appropriate mitigation measures
- Travel demand programme work had been deprioritised following the change of national direction, and there was now no financial provision beyond general public transport delivery in the BOPRC Annual Plan
- Whilst carpooling would alleviate congestion, it required marketing of tangible benefits to the public to help achieve buy in
- The options provided could be effective for a minimum of three to five years, depending on how they were set up
- The procurement approach to Turret Road would include an option for early completion to shorten the construction window as much as possible, noting there were substantial trade-offs to consider
- To take no action was also an option, but this creating gridlock was a significant risk

DRAFT MINUTES YET TO BE CONFIRMED

7

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- The network had limited flexibility which needed to be retained throughout any interventions to ensure traffic could be diverted in the event of an incident
- Other infrastructure providers were an additional risk due to a lack of control over their access to the network.

2.41 pm - the meeting closed.

CONFIRMED

Chair Andrew von Dadelszen
Chairperson, Tauranga and Western Bay of
Plenty Transport Committee

DRAFT MINUTES YET TO BE CONFIRMED

8

8 DECLARATION OF CONFLICTS OF INTEREST

9 BUSINESS

9.1 Appointment of Deputy Chair to Tauranga and Western Bay of Plenty Transport Committee

File Number: A20345727

Author: Anahera Dinsdale, Governance Advisor

Authoriser: Sarah Holmes, Team Leader: Governance & CCO Support Services

PURPOSE OF THE REPORT

1. The purpose of the report is to appoint a Deputy Chair from Bay of Plenty Regional Council members on the Tauranga and Western Bay of Plenty Transport Committee.

RECOMMENDATIONS

That the Tauranga Western Bay of Plenty Transport Committee:

- (a) Receives the report "Appointment of Deputy Chair to Tauranga and Western Bay of Plenty Transport Committee".
- (b) Appoints Councillor John Scrimgeour as the Deputy Chair of the Tauranga and Western Bay of Plenty Transport Committee.

BACKGROUND

2. The Tauranga and Western Bay of Plenty Transport Committee (the Committee) [Terms of Reference](#) state that the appointment of the Chair and Deputy Chair and associated administrative support is to be rotated between Tauranga City Council and Bay of Plenty Regional Council on an annual basis.
3. Tauranga City Council is the administering body of the Committee in 2026 and has appointed Councillor Rick Curach as Chair.
4. As per the Terms of Reference, a Deputy Chair must be appointed from Bay of Plenty Regional Council members.

ATTACHMENTS

Nil

9.2 Chair's Report

File Number: A20349877
Author: Niki Carling, Team Leader, Transport Planning (BOPRC)
Andrew Williams, Manager, Transport Strategy (BOPRC)
Authoriser: Oliver Haycock, Director, Public Transport (BOPRC)

PURPOSE OF THE REPORT

1. Provides an update on matters of interest for Committee members.

RECOMMENDATIONS

That the Tauranga Western Bay of Plenty Transport Committee:

- (a) Receives the report "Chair's Report".

2. EXECUTIVE SUMMARY

2. This report provides updates on the following items:
 - (a) BOPRC Annual Plan transport decisions
 - (b) Public transport security procurement
 - (c) Bus Driver Fund: Monticola toilets
 - (d) Tauranga Public Transport Layover: Completion
 - (e) Eastern Link Toll Road: NZTA Response (Attachment 1)
 - (f) Public Transport Operational Performance Summary (Attachment 2)

BOPRC ANNUAL PLAN TRANSPORT DECISIONS

Tauranga Timetable Improvements

3. New contracts for the provision of bus services in Tauranga will be required at the end of the current contract period (December 2028). Procuring new contracts brings the opportunity to review networks to ensure that they are fit for purpose and are providing value for money.
4. In the interim, provision has been made in Regional Council's draft Annual Plan for some targeted network changes, primarily to support reliability and punctuality challenges. It is proposed that these changes be implemented in December 2026.

Tauranga School Network Capacity

5. The continued popularity of the dedicated school network has seen several services operating at or close to capacity, which has constrained the ability for patronage growth. The commencement of the 2026 academic year saw instances of children being left behind due to buses being full; which required additional and higher capacity vehicles to be added into the school fleet.
6. Provision has been made in Regional Council's draft Annual Plan for 8 additional vehicles to enter the fleet in 2027.

Baybus OnDemand Trial Extension

7. The Baybus OnDemand trial has been operating in Tauranga South for over two years, since March 2024. The aim of the trial has been to better understand how an on-demand service can complement and/or replace fixed-route public transport (in this case Route 51) and increase patronage.
8. The trial has demonstrated a clear improvement in service performance and user outcomes relative to the fixed Route 51, while showing gradual, though still limited progress toward financial sustainability.
9. Financial provision has not been made in Regional Council's draft Annual Plan for the trial to continue beyond December 2026. When the trial ends, a fixed route service will be reinstated to provide coverage.

Public Transport Fare Increases

10. Public Transport Authorities are required by NZTA to conduct fare pricing reviews on an annual basis. Council last reviewed fare pricing on 9 September 2025, where a blanket 10% increase was endorsed. This was implemented in January 2026.
11. To simplify procedures, it was proposed to incorporate fare pricing reviews into Council's Annual Planning process, with any direction to alter fares then implemented at the commencement of the next financial year.
12. In 2024, Council undertook a detailed review of fares and products, to inform the fares structure that will be introduced when the National Ticketing Solution, "Motu Move" is rolled out in the Bay of Plenty. This is currently programmed for 2027.
13. Regional Council's draft Annual Plan contains a fares increase of 3.1%, (the increase in CPI over the past 12 months), rounded up to the nearest 10c. This increases the adult fare in Tauranga and the Eastern Bay to \$3.10, and \$2.60 in Rotorua.

PUBLIC TRANSPORT SECURITY PROCUREMENT

14. Following direction from Regional Council, work began in September 2025 on a comprehensive procurement process to secure static security guarding services for a further two-year period, effective from 1 July 2026. In May 2026, Armourguard was identified as the successful tenderer and awarded the contract; mobilisation is now underway in preparation for commencement.
15. The procurement process has delivered several positive outcomes, including improved value for money, strengthened service delivery standards, and a more robust performance and reporting framework. The new contract also provides greater clarity around service expectations, enhanced responsiveness to operational issues, and increased alignment with Council's safety and customer experience objectives.

BUS DRIVER FUND: MONTIICOLA TOILETS

16. The NZTA-administered Bus Driver Fund is a \$15M fund for bus driver safety and wellbeing initiatives, primarily one-off capital investments (e.g. toilets, break facilities, CCTV and driver screens). In mid-2025, Regional Council was successful in obtaining funding towards the construction of new toilet facilities in Montiicola Reserve, Pāpāmoa East.
17. The new toilet location was identified to support people using the park, those using bus services on Route 2 and importantly bus drivers. Access to toilets during scheduled breaks is a standard workplace requirement for drivers, which had been challenging to provide for Route 2 drivers working at the far extent of the network. Delivery of the toilet block saw strong collaboration between TCC, BOPRC and NZTA.

18. The toilets were completed in April 2026. Driver feedback has noted their appreciation of the facility which was much-needed, also highlighting the quality and usability of the amenity.



TAURANGA PUBLIC TRANSPORT LAYOVER: COMPLETION

19. The Tauranga Public Transport Operations Facility (Bus Layover) was completed and became operational in December 2025. The project was delivered on time, within budget and to scope.
20. The original cost was due to be funded 100% by Regional Council, however, since delivery, NZTA have agreed to pay 51% of the operating costs. Additionally, the capital cost allocation of \$1.8M saw an underspend of over \$250K, much of which came from the efficient delivery and a competitive procurement process.
21. The role of the layover in the broader delivery model for Tauranga's public transport network is being considered as part of the Regional Public Transport Plan (RPTP) development and associated Action Plan.



EASTERN LINK TOLL ROAD: NZTA RESPONSE

22. In August 2025, BOPRC submitted to NZTA on the proposed amendment to the tolling scheme to allow for an additional toll point to be installed on the Tauranga Eastern Link Toll Road. In the main this letter supported the addition of a second toll point; a 12-month toll-free period, clearly communicated by NZTA; and careful monitoring of the toll price point to understand the impact on traffic, behaviour change and network reliability. In addition, the submission requested consideration of a lower toll price for fixed urban buses to use the road.
23. In its response on 1 May 2026 (Attachment 1), NZTA committed to clear and timely communication of the toll-free period and the new system. However, they did not support a lower toll price for fixed urban buses unless the current routes were to change.

PUBLIC TRANSPORT OPERATIONAL PERFORMANCE SUMMARY

24. Attachment 2 provides rolling data from May 2024 to April 2026 for public transport performance. In summary, it notes:
 - (a) Tauranga patronage remains broadly stable.
 - (b) Recent patronage declines following the January fare increase and ongoing cost-of-living pressures, have stabilised following a nationwide increase in fuel costs.
 - (c) Punctuality continues to show gradual improvement, reflecting sustained operational focus across the network.
25. Overall, performance remains consistent with trends observed across comparable councils.

ATTACHMENTS

1. **BOPRC - response to TEL PEI toll submission - A20349872** [↓](#) 
2. **Summary Operational Performance Update - Tauranga and Western Bay (Arotake) - A20351614** [↓](#) 

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1/05/2026

Andrew Williams
Transport Planning Manager
Bay of Plenty Regional Council
By email

Dear Mr Williams

Tauranga Eastern Link tolling consultation

We appreciate the time and consideration the Bay of Plenty Regional Council put into its submission on the State Highway 2 (SH2) Tauranga Eastern Link tolling consultation. NZ Transport Agency Waka Kotahi (NZTA) acknowledges the support for the proposal and notes alignment with the Regional Transport Plans, including the use of road pricing to fund infrastructure, support mode shift, and increase public transport use. NZTA notes the Council's support for the toll-free period, equitable tolling approach, clear communication to road users, and ongoing monitoring of traffic, behaviour change, and network impacts.

Following completion of the tolling assessment and public consultation, the government approved the installation of a second toll point near the new Pāpāmoa East Interchange at Wairākei.

This decision aligns with the government's focus on ensuring transport infrastructure is funded sustainably and the benefits of new and improved roads can be delivered sooner. Tolling remains an important tool for supporting major infrastructure projects, improving network efficiency, and ensuring those who benefit from enhanced access and reduced travel times should share in the cost, rather than relying solely on national funding or placing the burden on existing toll payers.

Tauranga has already seen the benefits of toll funded infrastructure, including the SH2 Tauranga Eastern Link and State Highway 29 Takitimu Drive.

Consultation process

Public consultation took place in mid-2025 and received 3,429 submissions. While overall public support was low, the majority of key stakeholders supported the proposal. Feedback from Bay of Plenty Regional Council, other stakeholders and the public was considered as part of the decision-making process. Consultation documents, including a summary of submissions, are published on the NZTA website.

Introducing a second toll point ensures all Tauranga Eastern Link Toll Road users contribute fairly and support the repayment of the construction costs of the road.

Impact on Pāpāmoa East Interchange users

Until the second toll point is installed a toll-free period will exist for Pāpāmoa East Interchange users until late 2026 for travel between the Domain Road Interchange and the Pāpāmoa East Interchange. Standard tolls will continue to apply for travel between Paengaroa and the Pāpāmoa East Interchange during this period.

Once the second toll point is operational (late 2026), motorists travelling the shorter section between Domain Road and Pāpāmoa East will pay:

- \$1.10 for light vehicles
- \$2.80 for heavy vehicles
(2025 dollars)

Those travelling between Pāpāmoa East and Paengaroa will continue to pass through the existing toll point and pay current toll rates:

- \$2.30 for light vehicles
- \$5.60 for heavy vehicles

Vehicles travelling the full length of the Tauranga Eastern Link Toll Road will continue to pay the current full route toll.

Following confirmation from central government about the tolling decision, we're now able to provide Bay of Plenty Regional Council feedback and information on the points raised in the submission:

1. **Consideration of a lower toll price for fixed urban bus (paid for by both PTA and NZTA), with a reduced toll cost supporting affordable and accessible public transport services.**

Toll prices for bus services would only change if current routes changed. If buses were to use the Tauranga Eastern Link Toll Road between Domain Road Interchange and Pāpāmoa East Interchange, they are expected to contribute in line with current use of the toll road. The toll level is set towards the minimum required to recover administration, operational and maintenance costs, with a smaller proportion contributing to overall debt repayment, reflected in the estimated 12-month reduction in the overall toll scheme operation.

2. **NZTA clearly communicate details of the toll-free period to ensure road users have the opportunity to adjust travel behaviour prior to tolling launching.**

NZTA will ensure clear and timely communication about the toll-free period before the new tolling system is activated, so road users have adequate opportunity to understand the changes and adjust their travel behaviour. A public communications campaign will clearly explain when the new toll points will be activated, the different toll charges for each segment, and how to pay as either an account holder or a casual user. This information will also be made available online (via the NZTA website).

Once again, thank you for your submission and contribution to this consultation.

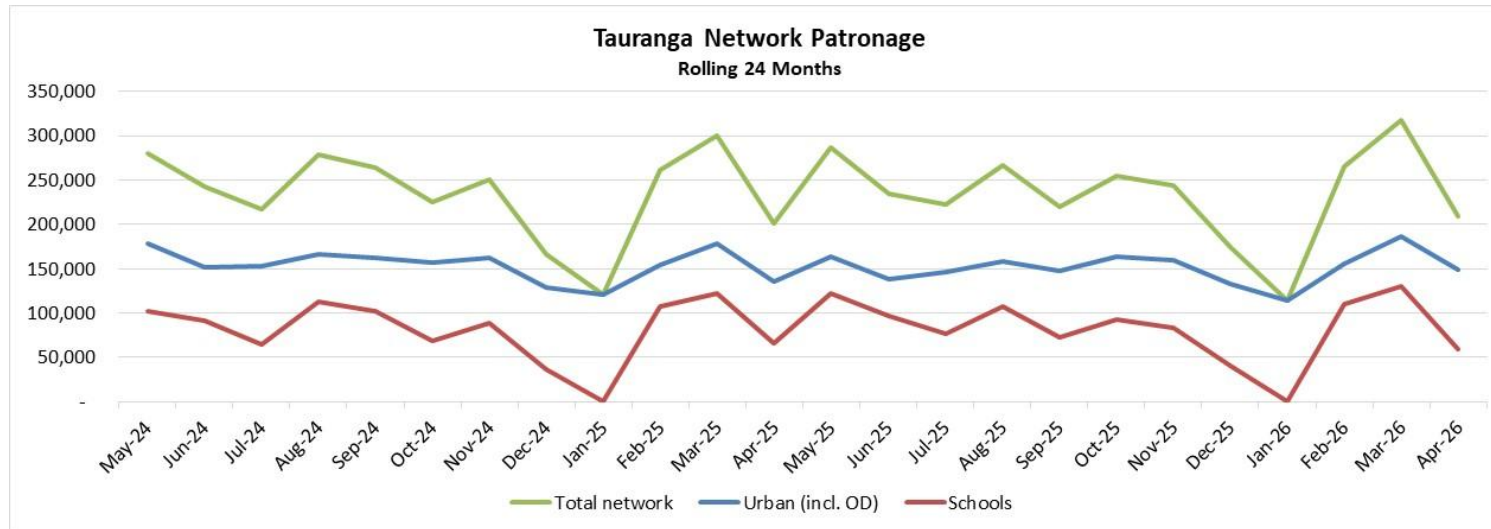
Yours sincerely

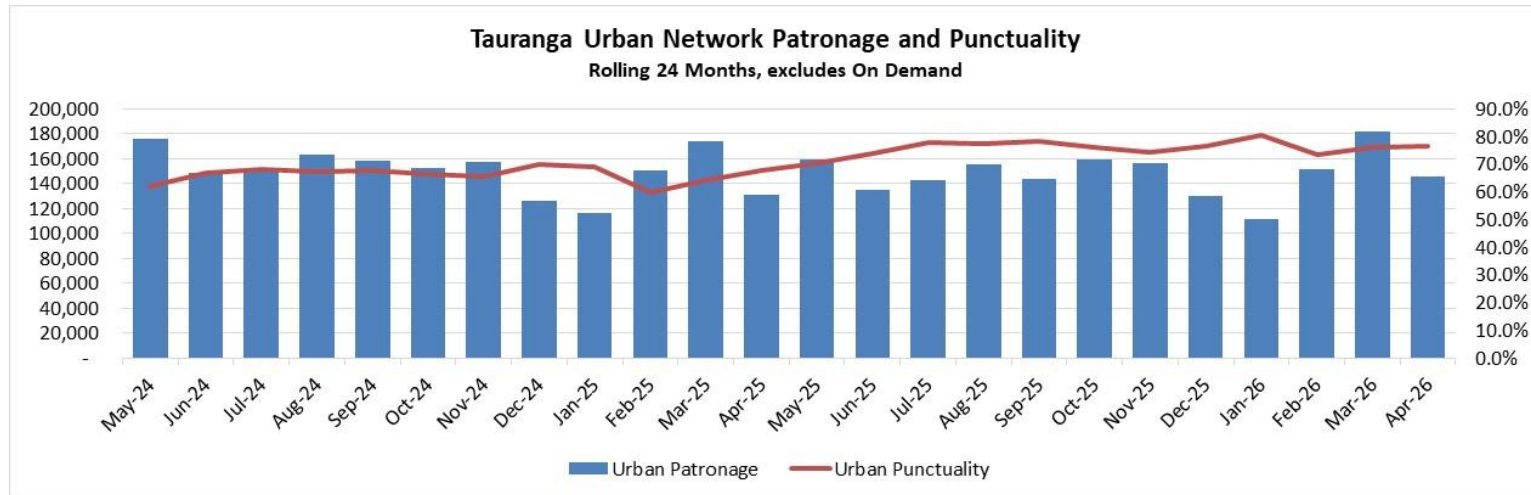


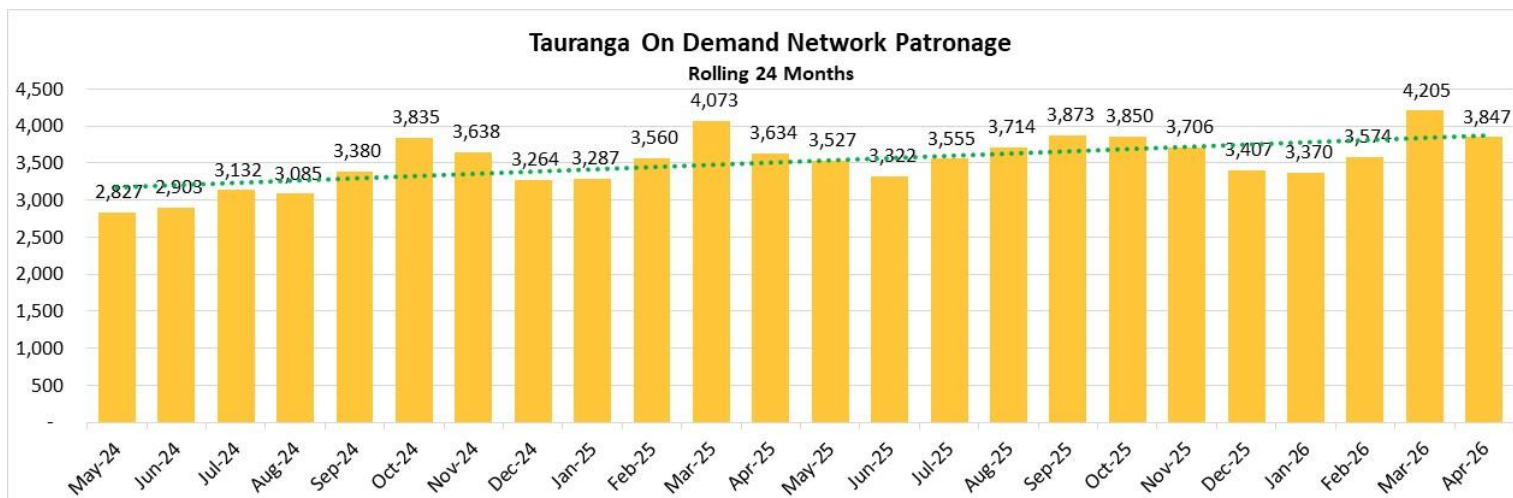
Susan Collins
Regional Manager System Design, Waikato and Bay of Plenty
NZ Transport Agency Waka Kotahi

Operational Performance Summary: Tauranga Network

1.1 Tauranga Network





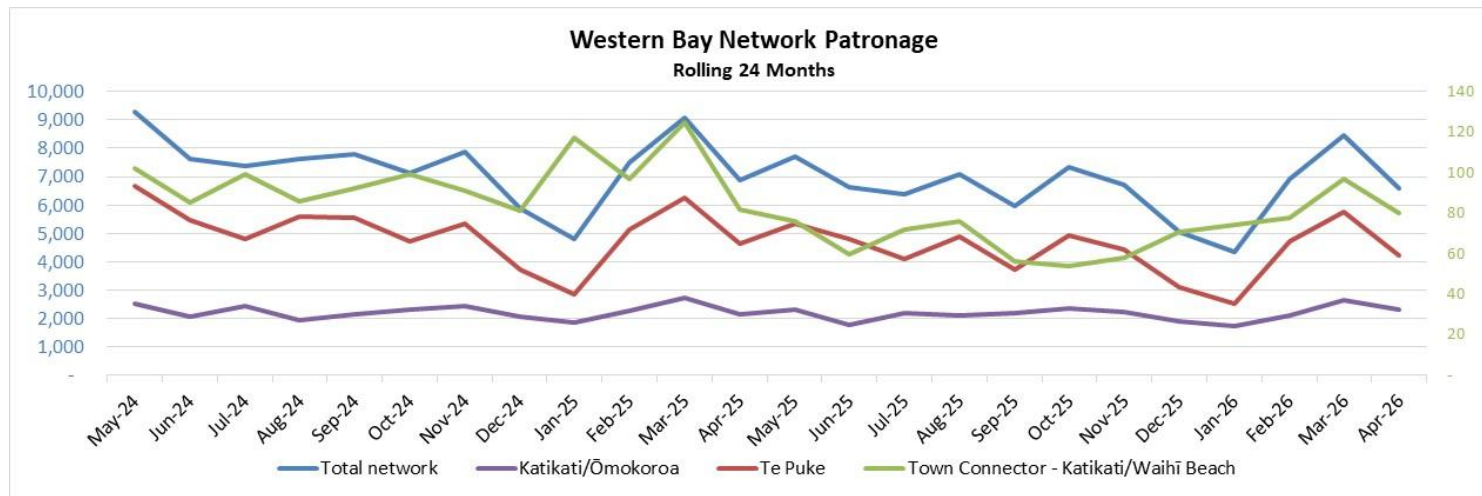


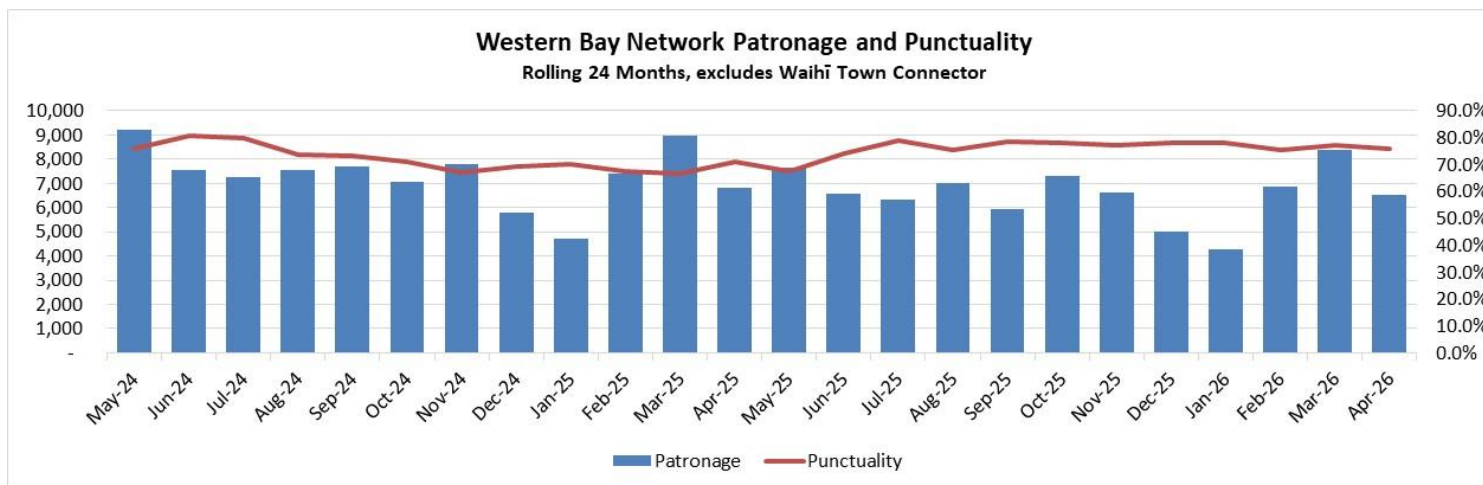
1.1.1 Commentary

- Urban patronage decreased slightly at the beginning of the financial year with fare changes and congestion impacts likely contributing factors.
- The Bay of Plenty also experienced severe weather in January 2026 causing widespread disruption to the city and outlying areas. Several bus routes were required to divert due to flooded road corridors, road closures, and restricted access (particularly around the Mauao and Mount Maunganui areas), where roads were closed for an extended period during the recovery phase following the major landslip event.
- However, urban patronage rallied in the second half of the financial year and is just 0.21% below the same period last year.
- Punctuality has been impacted by significant congestion predominantly at the Oropi Road roundabout.
- Following the opening of the Public Transport Operations Facility (Layover) on the corner of Spring and Durham Street, BOPRC are working closely with the operators to improve on-time departures with a focus on adherence monitoring and reinforcing operational practices.

- School patronage was seasonably low at the end of the year, but year-to-date numbers have recovered to be 0.62% higher than the same period last year. School services remain closely monitored with a focus on operational efficiency, passenger safety, and overall customer satisfaction. Opportunities for improvement continue to be identified and recently two extra buses were added at the start of term two. Further investigation into timetable reliability and refining capacity to meet demand is underway.
- On-demand services continue to perform strongly, supporting network resilience and providing flexibility where fixed-route services are constrained. Monthly patronage levels are consistently higher than 2024/25 and YTD is 6.34% higher than last year. Staff are collaborating with the operator to improve service reliability and wait times, while also refining operating zones and hours to align with demand patterns.

1.2 Western Bay Network





1.2.1 Commentary

- Overall patronage trend on the Western Bay network continues to decrease across all units, reflecting changing travel behaviour.
- YTD 2025/26 patronage is 9.83% lower than 2024/25, although, the Katikati-Ōmokoroa unit did see a patronage increase of 7.37% in April 2026 compared to the previous year.
- The Katikati-Ōmokoroa routes continue to be affected by traffic conditions which impact reliability. Minor timetable adjustments have delivered some improvements and investigation continues into further opportunities. A contract extension has been secured ensuring continued service delivery through to December 2027.
- A contract extension for the Waihi Beach Town Connector has been granted until December 2027. Staff are looking at promotional activities to increase awareness and patronisation of this service.
- Staff continue working with all operators to improve reliability and fleet management including arranging additional/spare buses to cover breakdowns and routine maintenance.

9.3 Transport System Operating Framework

File Number: A20317214

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PURPOSE OF THE REPORT

1. This report seeks endorsement of the Western Bay of Plenty Transport System Operating Framework (TSOF) 2026, noting that final timing of investment and consultation will be undertaken by respective Councils.

RECOMMENDATIONS

That the Tauranga Western Bay of Plenty Transport Committee:

- (a) Receives the report "Transport System Operating Framework".
- (b) Endorses the Western Bay of Plenty Transport System Operating Framework (TSOF) 2026 Update as the agreed sub-regional framework for transport system prioritisation.
- (c) Notes that the Transport System Operating Framework 2026 Update has been developed collaboratively through the Transport System Plan Partnership, comprising Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, NZ Transport Agency Waka Kotahi, and iwi partners.
- (d) Agrees that the Transport System Operating Framework 2026 Update will inform the Regional Land Transport Plan (RLTP) and Long-Term Plan (LTP) processes and provide the basis for funding prioritisation through the National Land Transport Fund (NLTF).
- (e) Notes that the indicative cost estimates within the Transport System Operating Framework are high-level and will be refined through future project-specific business case processes.

EXECUTIVE SUMMARY

2. The SmartGrowth partnership brings together Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council, iwi partners, and central government. Together, these organisations align planning, funding, and delivery to support coordinated regional growth.
3. Through this partnership, The Urban Form and Transport Initiative (UFTI) was agreed as the long-term spatial and transport strategy for the Western Bay of Plenty. It integrates housing, land use, and transport to support planned growth.
4. From a Transport perspective, UFTI focuses on connected centres and a multi modal transport system, enabling most daily transport needs to be met within 15 minutes, and regional travel within 30–45 minutes. This approach supports more compact growth, better access to jobs and services, and a shift to multi-modal transport.
5. Underpinning UFTI, the Transport System Plan (TSP) was developed and sets how people will travel across the Western Bay. It defines key corridors and identifies its key use,

considers network-wide impacts, and applies a clear, consistent approach aligned with national policy.

6. The Western Bay of Plenty Transport System Operating Framework (TSOF) is a technically focussed document that supports delivery by providing an evidence-based approach to prioritising transport investment.
7. The draft 2026 TSOF updates earlier versions to reflect current conditions, project progress, and the 2024 Government Policy Statement on Land Transport. (Attachment 1 – Draft Transport System Operating Framework).
8. The TSOF was developed through three stages: project stocktake and setting objectives, evaluation using multi-criteria analysis, and programme refinement.
9. It is guided by five investment objectives: Access, Safety, Sustainable Urban Growth, Emissions, and Prosperity. The programme is staged across short (0–3 years), medium (4–10 years), and long-term horizons.
10. Endorsement by the Regional Transport Committee is sought to confirm the TSOF as the agreed framework for prioritising transport investment. This will guide RLTP and LTP processes, support coordinated investment, and strengthen the sub-region’s case for NLTP funding.
11. Following this, approval will be sought from each council. Each council would consider projects, its timing and associated investment through their LTP process. Public consultation on specific investments will occur through each council’s LTP and RLTP processes.

BACKGROUND

12. The TSOF was first developed in 2020 as the main sub-regional planning tool for turning the Urban Form and Transport Initiative (UFTI) Connected Centres vision into a prioritised investment programme. It was updated in 2023. This 2026 update is the third version and responds to major changes in transport policy, funding, and delivery since the last update.
13. The purpose of the 2026 update is to:
 - (a) consider the effects of GPS 2024, which shifts national transport investment toward economic growth, productivity, and the Roads of National Significance (RoNS) programme.
 - (b) update the prioritised list of transport activities to guide the RLTP and LTP processes;
 - (c) balance sub-regional outcomes with partner strategic priorities; and
 - (d) ensure the programme is affordable and can be delivered within current funding limits.
14. The TSOF is built around five investment objectives. These were refined in this update so they remain consistent with earlier versions while reflecting the current policy environment. The objectives guide both the identification of transport system gaps and the evaluation of project options through the MCA framework as outlined in Figure 1 below:

Objective	Description
Access	Maintain or improve accessibility to key destinations for a range of modes and abilities, including improved resilience to unplanned closures resulting from natural hazards and climate change.
Safety	Contribute to an outcome where no one is killed or seriously injured in road crashes, and where the experience and perception of safety for vulnerable road users is improved.
Sustainable Urban Growth	Support sustainable urban growth and quality urban form outcomes by prioritising projects that integrate best-practice land use, urban design, and transport planning approaches.

Emissions	Increase mode share for public transport, active transport, and low and zero emission modes as a means of reducing the environmental impact of transport and supporting healthy community outcomes.
Prosperity	Improve the efficiency and effectiveness of the core freight and regional strategic transport networks (road and rail). [New objective added in 2026 update.]

Figure 1: TSOF investment objectives

Multi-Criteria Analysis Framework

15. The TSOF evaluation uses a two-step multi-criteria analysis (MCA) approach. It first ranks transport system gaps by their effect on the investment objectives, then ranks project options by how well they address those gaps. This approach helps ensure programme priorities are based on both the size of the problem and the likely benefit of the solution.
16. The MCA (multi-criteria analysis) weightings were developed collaboratively through the TSP working group during the TSOF refresh process. The criteria and weighting were reviewed as part of Stage 2 of the methodology and agreed through workshops and working group discussions.
17. The weighting for alignment to UFTI (42%) was considered as needing a much higher weighting to ensure projects support the strategy and avoid sprawl, car dependence, and poor outcomes.
18. The weighting for feasibility was weighted higher (45%) given that value for money is prioritised, with increased weighting on BCR, affordability, staging, and system benefits, reflecting funding and delivery constraints and recognising that not all aligned projects can be delivered.
19. Projects are then assessed against three criteria as outlined in Figure 2 below:

Criteria	Weighting	Rating Considerations
Gap Impact Rating	14%	Magnitude of the gap's impact on achieving TSP objectives
Alignment to UFTI	42%	Support for planned urban growth (14%), urban form outcomes (14%), and strategic journeys (14%)
Feasibility	45%	Benefits/Cost ratio (25%), affordability and staged approach (10%), system enabling contribution (10%)

Figure 2: Assessment Criteria multi criteria analysis

20. In this update, the Benefits/Cost weighting within Feasibility increased by 11 percentage points compared with the previous version. This gives more weight to projects that deliver high benefit for their cost. Sensitivity testing confirmed that the base results were robust.

Project Stocktake

21. Each project was assigned to the relevant agency for a status update. Projects were then grouped as complete, underway, progressing outside the TSOF, or retained for review in the updated TSOF.

New Options

22. Additional projects were identified through partner input and transport modelling outputs from the Tauranga Transport Strategic Model 2023 and were assessed for inclusion in the TSOF evaluation. After Working Group review, the following new projects were added:
- (a) Cameron Road – Chapel Street to Elizabeth Street corridor improvements (access and safety)
 - (b) 11th Avenue Safety and Access Improvements (access and safety)
 - (c) Welcome Bay Road – Rural section safety and resilience improvements (resilience and safety)
 - (d) Te Puke Spatial Plan improvements (access and safety)
 - (e) Three new transport system gaps were also added to the gap register. These reflect modelling evidence of level of service issues at Cameron Road North, 11th Avenue / Devonport Road, and Te Puke Highway.

KEY FINDINGS FROM THE 2026 UPDATE – PROPOSED TSOF PROGRAMME

Project Progress Since 2023

23. The following projects from the 2023 TSOF programme have been completed:
- (a) City Centre Transport Hub (Stage 1), Arataki PT Facility, and Bus Facility at Tauranga Crossing
 - (b) Cameron Road Multimodal Upgrade Stage 1
 - (c) On Demand PT Trial (ongoing)
 - (d) Prole Road urbanisation
24. Several projects are under construction or are moving through business case and design:
- (a) Tauriko West (SH29 RoNS enabling works in construction; State Highway upgrade progressing as a Roads of National Significance project)
 - (b) Takitimu North Link Stage 1 (in construction); Stage 2 (a RoNS)
 - (c) SH2 / Ōmokoroa Road intersection and Ōmokoroa Road corridor upgrade (in construction)
 - (d) Papamoa East and Rangiu Business Park interchanges (in construction)
 - (e) Cameron Road Stage 2, Connecting Mount Maunganui, and Fifteenth Avenue / Turret Road – progressing through business case or design
25. Several projects prioritised in 2023 have not progressed, mainly because of funding limits and changes in Government transport priorities under GPS 2024, including:
- (a) Arataki to Papamoa East Multimodal improvements
 - (b) Accessible Streets – Multimodal (Areas A and B)
 - (c) Public transport infrastructure and enhanced services
 - (d) Travel Demand Management and behaviour change delivery

High-Impact Transport System Gaps

26. Twenty high-impact transport system gaps were identified across the network. The top five gaps, based on their effect on TSP objectives, are:
- (a) Hewletts Road – poor level of service (LOS) across all periods
 - (b) Totara Street – poor LOS during peak periods

- (c) SH29 Tauriko – safety and accessibility deficiencies
 - (d) SH29A – poor LOS on a primary route during peak periods
 - (e) Takitimu Drive / SH2 – poor LOS
27. Three new gaps were added in this update: Cameron Road North intersection level of service, 11th Avenue level of service and safety, and Te Puke area level of service and accessibility. A full gap map is included in the TSOF Summary Report (Attachment A).

Programme Themes

28. Several programme themes emerged from the evaluation:
29. With many projects already committed in the near term, affordability and capacity to deliver new major projects within the 0–3 year window is limited. The near-term programme appropriately focuses on completion of committed works, network optimisation, and minor safety improvements.
30. The 2030–37 programme reflects a stronger multimodal character, with public transport, walking, and cycling investments featuring more prominently. These projects score lower for the Prosperity objective compared to the near-term programme, but higher for Sustainable Urban Growth.
31. Sustainable Urban Growth is a consistent objective contribution across both programme periods, reflecting the enduring importance of supporting planned growth areas.
32. Transport infrastructure costs have increased by approximately 5% since the 2023 TSOF update. All costs in this update are indicative 2026 values.

PROPOSED TSOF PROGRAMME

Short Term: 0–3 Years (2027–2030)

33. The near-term programme focuses on delivering committed projects efficiently, managing construction effects, and putting optimisation and safety improvements in place. Key priorities include:

Project / Activity	Type	Status
Turret Road / 15th Ave Multimodal Improvements Stage 1	Progressing	Design
SH29 Tauriko West RoNS – Staged Delivery	Progressing (RoNS)	Delivery
SH2 Revocation Stage 1	Progressing	Planning
Connecting Mount Maunganui Stage 1 (HOV, Te Marie Link)	Progressing	Detailed business case
City Centre Minor Improvements	New / Planned	Implement
Te Puke Spatial Plan Improvements	New / Planned	Detailed business case & implementation
Bus Network Short-Term Optimisation	City-wide	Implement
Minor Safety Improvements Programme	City-wide (ongoing)	BAU
Speed Management Plan Implementation	City-wide (ongoing)	BAU

Tauranga Strategic Urban Network Plan (TSUNP)	City-wide	Planning
PT Service Optimisation	City-wide	Implement
WBOPDC District-Wide Walk & Cycle Improvements	City-wide	Implement
Car Parking Management Plans	City-wide	Implement
Welcome Bay Road Safety and Resilience (rural section)	New / Planned	Implement

Medium Term: 4–10 Years (2031–2037)

34. The medium-term programme supports urban growth and intensification, delivers multimodal improvements, and addresses key resilience and safety gaps. Key priorities include:

Project	Priority	Indicative Cost (\$000000)	Way Forward
Takitimu North Link Stage 2 (RoNS)	Prioritised	1,000	Planning
SH29 Tauriko West RoNS Stage 2	Prioritised	1,600	Delivery
Connecting Mount Maunganui Stage 2	High	600–700	Detailed Business Case
Cameron Road Multimodal Upgrade Stage 2	High	99	Detailed Business Case
Connecting the People – 15th Ave to Welcome Bay	High	140	Design
PT Services and Infrastructure – Enhanced Services	High	45 p/a	Implement
Welcome Bay Road Safety and Resilience (15th Ave Stage 2)	High	TBC	Implement
Arataki to Papamoa East Multimodal Improvements	Medium	76	Detailed Business Case
Ōtūmoetai Area Walk and Cycle Improvements	Medium	75	Implement
Chapel Street Bridge Resilience	Medium	135	Implement
Keenan Road Access to Urban Growth	Medium	177	Planning
Mount Maunganui Walk and Cycle Improvements	Medium	50	Detailed Business Case
Wairakei Te Tumu Collector Roads and Bus Facility (developer delivered)	Medium	130	Implement

Cameron Road – Chapel Street to Elizabeth Street	Medium	TBC	Planning
11th Avenue Safety and Access Improvements	Medium	TBC	Planning
Brookfield Town Centre Access Improvements (OSP)	Medium	44	Detailed Business Case
Western Corridor Ring Route (SH29 to SH36 – Stage 3)	Medium	145	Single-Stage Business Case

Longer-Term Projects (2038+)

35. Projects planned for delivery beyond 2037 include major corridor upgrades, strategic growth infrastructure, and more investment in the public transport network, including:
- Fraser Street multimodal improvements (\$144M)
 - Cambridge Road multimodal upgrade (\$300M)
 - Pyes Pa Road multimodal upgrade (\$44M)
 - Te Papa active mode off-road connections and park-and-ride sites
 - PT Hybrid Network and Supporting Infrastructure
 - Tauranga Strategic Urban Network Plan delivery
 - Domain Road upgrade and eastern corridor park-and-ride (\$40M)
 - Bethlehem, Brookfield, and Papamoa bus facilities
36. Longer-term projects will need further business case work, cost refinement, and future funding decisions through the RLTP and LTP processes.

Coordination with Tauranga Strategic Urban Network Plan

37. NZTA is developing the Tauranga Strategic Urban Network Plan (TSUNP), which will identify and prioritise State Highway improvements in the Tauranga urban area. The TSOF programme will inform the TSUNP. Once both are complete, it is recommended that a combined delivery plan be agreed to coordinate improvements, reduce risks, and deliver system-wide benefits.

STATUTORY CONTEXT

38. The TSOF is not a statutory document. However, it helps align statutory planning and funding processes by:
- informing the RLTP and LTP, which are statutory processes under the Land Transport Management Act 2003 and the Local Government Act 2002;
 - supporting prioritisation for the NLTP, where Government funding is allocated against GPS priorities;
 - responding to GPS 2024, which prioritises economic growth, productivity, and major infrastructure delivery; and
 - bringing together the land use and transport outcomes identified through SmartGrowth and UFTI into one investment programme.
39. The TSOF does not create decision-making powers. Council endorsement confirms it as the agreed basis for prioritising transport investment across the sub-region and supports a coordinated approach to statutory planning, funding bids, and delivery

STRATEGIC ALIGNMENT

40. 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 that is easy to move around	✓
We are a city that supports business and education	✓
We are a vibrant city that embraces events	☐

41. The TSOF sits within a clear strategic planning hierarchy:

- (a) SmartGrowth Strategy (2024): A 30-year sub-regional growth strategy that sets eight transport growth directives, focusing on integration of land use and transport, compact urban development, efficient freight and public transport, and safety and accessibility for all users.
- (b) UFTI Business Case (2020): Establishes the Connected Centres scenario, which forms the basis for transport investment prioritisation by emphasising mode shift, urban intensification, and reduced private vehicle dependence.
- (c) GPS 2024: The national policy statement directing transport investment toward economic growth, productivity, and the RoNS programme. The TSOF programme has been adjusted to reflect current government priorities while maintaining alignment with long-term sub-regional outcomes.
- (d) RLTP and LTP Processes: The TSOF directly informs both the regional and local statutory planning and funding processes.

OPTIONS ANALYSIS

42. Two options are presented for the Regional Transport Committee to consider.

Option	Advantages	Disadvantages / Risks
Option 1: Endorse TSOF 2026 Update (Recommended)	<ul style="list-style-type: none"> Provides a coordinated, evidence-based framework for sub-regional transport investment Aligns partner agencies on shared priorities, reducing duplication and improving programme efficiency Strengthens the sub-region's position in NLTP funding applications Enables informed, consistent inputs into RLTP and LTP processes 	Funding and delivery of individual projects remains subject to future decisions
Option 2: Do Not Endorse	No immediate resource implications	<ul style="list-style-type: none"> Reduces alignment across partner agencies and limits the ability to prioritise investment effectively Weakens the strategic and evidential basis for NLTP funding applications Undermines the sub-region's ability

		to present a coordinated programme to Government
--	--	--

43. Staff recommend Option 1. Endorsing the TSOF 2026 Update is the best course of action to ensure the sub-region is well placed for the upcoming RLTP and LTP processes and can advocate effectively for NLTP funding.

FINANCIAL CONSIDERATIONS

44. The TSOF does not commit Council to capital spending by itself. The cost estimates are high-level and were prepared only to assess the programme.
45. Key financial considerations are:
- (a) All cost estimates are in 2026 dollars and reflect about 5% construction cost escalation since the 2023 TSOF.
 - (b) Total programme costs cover all funding partners, including TCC, WBOPDC, BOPRC, NZTA/NLTF, and private or development contributions. They are not Council-only costs.
 - (c) Project costs will be refined through future business cases and considered through Long Term Plans when scope and timing are clearer.
 - (d) Delivery depends on available funding from the NLTF, local government, and developer contributions where relevant.
 - (e) The TSOF reflects affordability limits, which is why major new capital projects are largely deferred beyond the first 0–3 years.

LEGAL IMPLICATIONS / RISKS

46. The main implementation risks are summarised below and are consistent with earlier TSOF versions:

Risk	Mitigation
Strategic and funding risk: Changes in Government priorities or GPS settings may affect funding availability for key projects.	Maintain alignment of programme with RLTP and GPS priorities. Maintain strong partner advocacy. Explore alternative funding mechanisms (Infrastructure Acceleration Fund, Infrastructure Funding and Financing Levy).
Financial risk: Cost outcomes may exceed indicative estimates due to inflation, scope changes, or market conditions.	Stage project delivery. Refine cost estimates through business cases. Prioritise high benefit/cost ratio projects. Avoid optimism bias in planning assumptions.
Delivery risk: Constrained professional services capacity and statutory approval delays may affect project timelines.	Early engagement of professional services. Proactive planning and consenting work. Maintain resourcing focus through TSP partnership governance.
Community and stakeholder risk: Poor community acceptance of projects may affect delivery.	Early and ongoing community engagement through LTP and project processes. Clear sub-regional messaging on benefits and trade-offs.
Tangata whenua risk: Insufficient engagement with iwi may result in objections or delays.	Effective partnering and early collaboration with tangata whenua through established TSP Partnership relationships.
Programme integration risk: Poor coordination between asset owners and deliverers may	Delivery through TSP Partnership governance with clear communication protocols and agreed programme milestones.

<p>compromise system-wide outcomes.</p>	
<p>Scope creep risk: Individual project scopes may deviate from original intent without TSP-level review, compromising intended outcomes.</p>	<p>Maintain TSOF scope review as part of regular TSP governance. Schedule next TSOF refresh for 2029.</p>
<p>Future central government reform, funding policy changes, or fiscal constraints may materially impact the affordability, timing, prioritisation, or deliverability of the TSOF programme.</p> <p>This includes potential reforms such as rates caps (e.g. a proposed 4% rates cap), changes to local government funding mechanisms, transport investment priorities, co-funding arrangements, or wider infrastructure reform.</p> <p>For Tauranga City Council, significant constraints on rates revenue could require substantial reprioritisation, deferral, scaling back, or cancellation of planned transport projects and programmes.</p>	<p>Maintain regular programme reviews and refreshes through the TSP partnership to ensure the programme remains aligned with changing government policy and Tauranga Council’s potential funding constraints.</p> <p>Prioritise staged and scalable delivery approaches, continue advocating collectively through LTP, RLTP and NLTP processes.</p> <p>Councils actively investigate alternative funding and financing mechanisms (e.g. IAF, IFF, developer contributions, partnerships, and targeted funding opportunities).</p>

TE AO MĀORI APPROACH

- 47. The TSOF was developed through the TSP Partnership, which includes iwi as a formal partner. The framework supports outcomes that reflect Te Ao Māori principles:
 - (a) Manaakitanga – The programme promotes safe, accessible, and inclusive transport networks that support the wellbeing of all people within the sub-region, including whānau and communities across urban and rural areas.
 - (b) Kaitiakitanga – The framework supports sustainable transport outcomes through mode shift, emissions reduction, and integration of land use and transport planning, contributing to the health of the environment for future generations.
 - (c) Whanaungatanga – The TSOF has been developed through genuine collaboration with iwi and partner agencies, fostering a shared sense of responsibility for transport outcomes across the sub-region.
- 48. The TSOF aligns with the SmartGrowth Strategy, which is itself a partnership between governing bodies and tāngata whenua, and with its transport growth directives. Effective iwi engagement will remain a priority during project-level business case and design work.

CLIMATE IMPACT

- 49. The TSOF supports Council's climate objectives by promoting transport investment that reduces reliance on private vehicles and increases mode shift to more sustainable transport options.
- 50. The framework contributes to emissions reduction through:

- (a) Prioritisation of public transport infrastructure and service improvements, including the PT Hybrid Network investment in the medium to long term;
 - (b) Investment in walking and cycling networks across priority corridors, including Ōtūmoetai, Mount Maunganui, and Papamoa;
 - (c) Integration of land use and transport planning to enable compact, connected urban development that reduces trip lengths; and
 - (d) Support for travel demand management and behaviour change initiatives to reduce vehicle kilometres travelled (VKT).
51. Transport modelling for the 2023 TSOF programme showed that the programme could lift combined bus and cycle mode share in the urban area to about 15%, compared with a baseline of about 8%. However, some public transport and cycling investments have been delayed because of funding constraints, so this level of mode shift is unlikely in the near term. Achieving these benefits will depend on delivery of the medium to long-term programme.

CONSULTATION / ENGAGEMENT

52. The TSOF 2026 update was developed through structured engagement with all TSP partners including, Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, and NZTA Waka Kotahi. This included project reviews, MCA workshops, and review of draft outputs.
53. Broader community engagement will occur through:
- (a) Long Term Plan (LTP) consultation processes, where the TSOF programme will inform capital programme proposals;
 - (b) Regional Land Transport Plan (RLTP) development, which will involve public consultation on regional investment priorities; and
54. Project-level engagement as individual activities progress through business case and design phases.

SIGNIFICANCE

55. 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.
56. 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 .
 - (c) the capacity of the local authority to perform its role, and the financial and other costs of doing so.
57. In accordance with the considerations above, criteria and thresholds in the policy, it is considered that the matter is of medium significance.
58. The matter is considered low as this matter is endorsing the TSOF but will be considered high for local Councils and its communities when deciding on, and consulting on proposed projects through LTP.

ENGAGEMENT

59. The TSOF was developed in partnership with all agencies, with community input to be sought through Long-Term Plan consultation and project delivery processes.

NEXT STEPS

60. Subject to endorsement, the TSOF will:
- (a) Inform development of the Regional Land Transport Plan (RLTP)
 - (b) Support prioritisation within the Long-Term Plan (LTP)
 - (c) Provide a coordinated framework for funding applications to the National Land Transport Programme (NLTP)
 - (d) Enable ongoing monitoring of transport outcomes against defined objectives and key performance indicators.

ATTACHMENTS

1. **Attachment 1 WBOP Transport System Operating Framework Update 2026 - A20336303** [↓](#) 



WESTERN BAY OF PLENTY TRANSPORT SYSTEM OPERATING FRAMEWORK (TSOF) - UPDATE 2026

SUMMARY REPORT

MAY 2026

PREPARED BY



PREPARED FOR



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1. EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Western Bay of Plenty Transport System Operating Framework (TSOF) sets out the agreed transport system priorities for the Western Bay subregion. The TSOF is developed through collaboration between Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, New Zealand Transport Agency Waka Kotahi (NZTA) and Iwi (the TSP Partnership). The TSOF was first developed in 2020 and reviewed in 2023. This refresh (2026) aims to update progress, review project prioritisation and monitor outcomes against the TSP objectives.

1.1 PROCESS

The process for updating the TSOF followed three stages with regular contribution and review through the TSOF working group consisting of staff from the TSP Partnership.

A key element of updating the TSOF is reviewing the project evaluation through the TSOF Gap and Option Evaluation Tool which was developed as part of the initial TSOF in 2020. This two-step MCA evaluation is used to rank the issues (gaps) that have an impact on achieving our objectives and subsequently the options (projects) that can address the gaps. This informs programme development based on both the significance of the issue and benefit of delivering the option. The programme is also informed by affordability and deliverability considerations.

1.2 TSP OBJECTIVES

Table 1 - TSP Objectives

Access	Safety	Sustainable Urban Growth	Emissions	Prosperity
				
Maintain or improve accessibility to key destinations for a range of modes and abilities. This includes improved resilience to unplanned closures as a result of natural hazards and climate change.	Contribute to an outcome where no one is killed or seriously injured in road crashes and there are improved experiences and perceptions of safety for vulnerable users.	Support sustainable urban growth and quality urban form outcomes by prioritising projects that integrate best practice land use, urban design and transport planning approaches.	Increase mode share for public transport, active, low and zero emission modes as a means of reducing the environmental impact of transport and supporting healthy community outcomes.	Improve the efficiency and effectiveness of the core freight and regional strategic transport networks (road and rail).

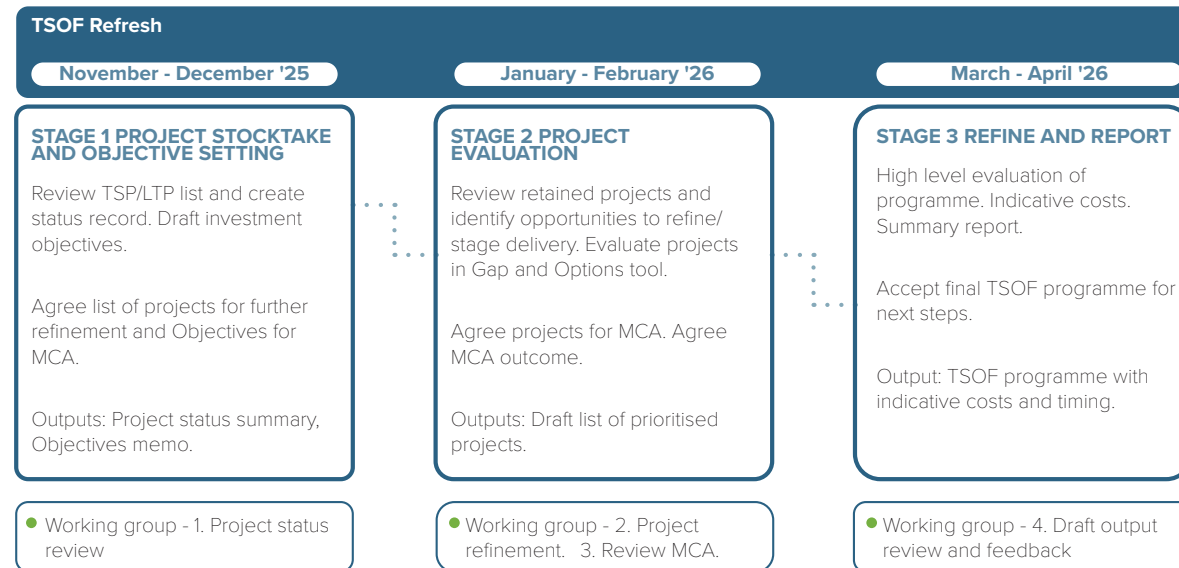


Figure 1 - TSP Refresh Programme

1.3 FINDINGS

1.3.1 PROJECT STOCKTAKE

From the 2023 TSOF programme, the following projects have been completed in the last three years:

- City Centre (Stage 1), Arataki and Tauriko bus facilities.
- Cameron Road Stage 1
- On demand PT trial
- Prole Road urbanisation.

A number of other projects have progressed either in planning and design or are in construction, such as:

- Tauriko West (enabling works in construction and State Highway upgrade progressing as a RoNS) and Takitimu North Link (Stage 1 in construction and Stage 2 a RoNS).
- Cameron Road stage 2, Connecting Mount Maunganui and Fifteenth Avenue / Turret Road, progressing stages of business case or design.
- Omokoroa Road intersection and corridor upgrade.
- Papamoa East and Rangiuru interchanges in construction.

Several prioritised projects have not progressed and it was noted that funding of some projects is more difficult with current Government transport priorities (GPS).

- Arataki to Papamoa East Multimodal.
- Accessible Streets - areas A and B (cycleways).
- PT infrastructure and services,

enhanced services.

- TDM and behaviour change delivery.

1.3.2 ADDITIONAL PROJECTS

A list of projects not previously included in TSOF was developed with input from the working group. Following working group review the following projects (and gaps each seeks to address) were included in the TSOF evaluation:

- Cameron Road – Chapel Street to Elizabeth Street. Access and safety.
- 11th Avenue corridor. Access and safety.
- Welcome Bay Road rural section. Resilience and safety.
- Te Puke Spatial Plan improvements. Access and safety.

The additional project review and outcome is described in Appendix A.

1.3.3 GAP AND PROJECT EVALUATION

The updated TSOF list was evaluated by the working group to rank the issues / gaps that impact on achieving the TSP objectives through the MCA process. Each gap and option was ranked (low – high) against the criteria in Table 2.

Table 2 - Gap and option ranking

Gap Ranking	Option Ranking
The anticipated impact each gap has on the objectives being realised:	The anticipated benefit of the option against the following criteria:
Accessibility	Supporting Urban Growth

Safety	Improving Urban Form
Sustainable Urban Growth	Supporting the UFTI Strategic Journeys
Mode Share	Affordability / Staging
	System enabling (contribution to wider improvements)

The refreshed TSOF programme is provided in Section 4. Priorities for the next three years and the three to ten year period are shown on the maps in the following pages.

Project delivery remains dependent on RLTP/LTP outcomes and funding availability.

1.4 ANTICIPATED OUTCOMES

1.4.1 BENEFITS

Detailed benefit realisation analysis such as transport modelling (Tauranga Transport Strategic Model) was not undertaken as part of this TSOF refresh. Transport modelling of the 2023 TSOF programme found the previous programme achieved a combined bus and cycle mode share of approximately 15% within the urban area, up from approximately 8%. Without funding of initiatives such as PT services and cycle projects this level of mode shift (and resulting reduction in traffic demand) will not be realised. The timeframes for some projects have shifted in the current TSOF update due to affordability and deliverability constraints. Again this will mean that benefits assumed to be realised in the timeframes previously considered will instead be longer term.

There will be impacts of project delivery in the short term as some projects proceed to construction. The priorities in the 0-3 years will need to be focused on efficient delivery, minimising impact of disruption on movement, safety and businesses and minor safety and resilience improvements. Planning for projects identified to be delivered in the 4-10 year period will also be important. Once the TSOF programme is confirmed (refer to figures 2 and 3) and agreed by the TSP Partners, updated transport modelling could be undertaken to better understand benefits and the likely system constraints as urban growth proceeds over time.

1.4.2 COSTS

Detailed cost estimates were also not undertaken as part of this TSOF refresh and it is noted that cost certainty depends on the form of projects when they are delivered and the timeframe for delivery, both of which are uncertain at this strategic planning stage. Transport infrastructure delivery costs have typically increased by around 5% since the previous TSOF update was completed in 2023. Costs for specific projects will need to be developed and considered in Long Term Plans when there is more detail and certainty on delivery.

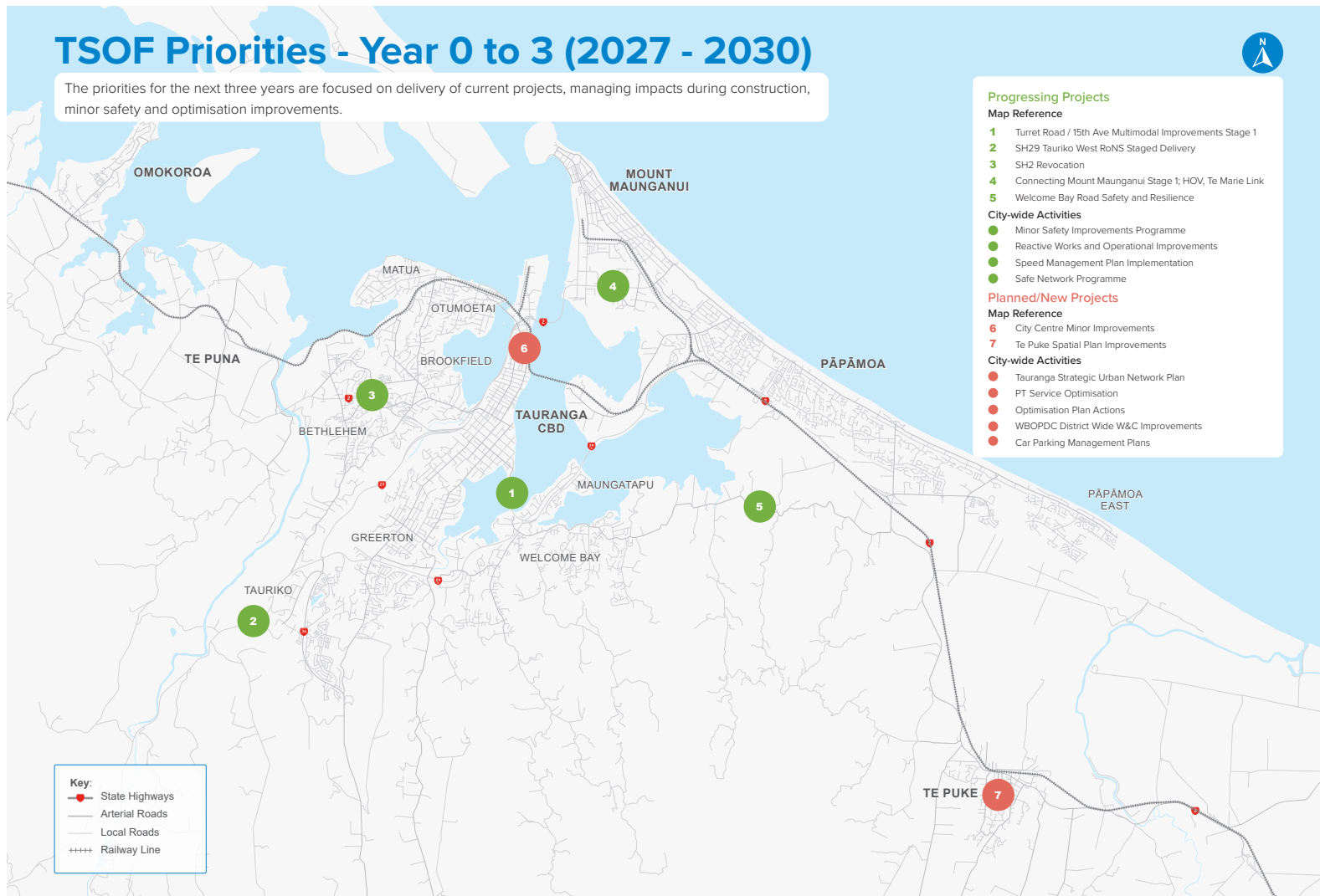


Figure 2 - TSOF Priorities - Year 0 to 3 programme

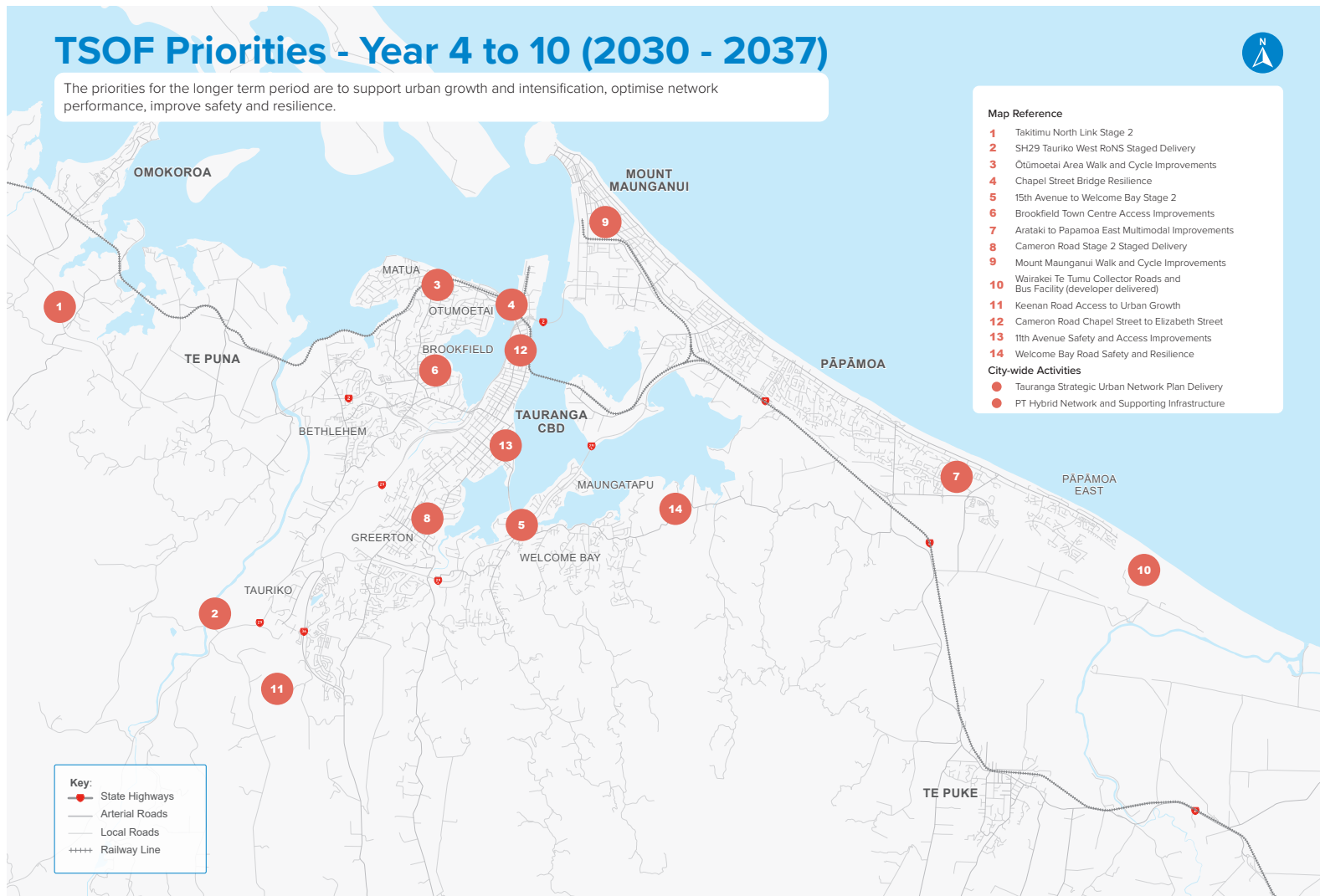


Figure 3 - TSOF Priorities - Year 4 to 10 programme



2. INTRODUCTION

2.1 BACKGROUND

Beca Ltd. (Beca) has supported Tauranga City Council (TCC) to collaborate with the transport partners as stated in section 2.2 in updating the western Bay of Plenty Transport System Operating Framework (TSOF). This builds upon the previous TSOF activity and findings in 2023 (refer to figure 4) and original programme development in 2020. The purpose of the current TSOF refresh is to:

- Consider the implication of current government policy settings i.e. Government Policy Statement on Land Transport 2024 (GPS24)
- Balance regional outcomes and priorities with partners strategic goals
- Update the proposed list of activities as an input to the Regional Land Transport Plan (RLTP) and Long Term Plans (LTP).

The Urban Form and Transport Initiative (UFTI) has documented the transport and land use challenges that the WBOP sub-region is experiencing. The TSP supports the UFTI Connected Centres Programme by defining how to best cater to the growing population and transportation needs in the WBOP sub-region.

Additionally, the programme must be affordable and achievable. Affordability is influenced by co-funding sources such as the National Land Transport Fund (NLTF), for which projects need to demonstrate alignment with Government transport priorities.

2.2 TSP WORKING GROUP

This TSOF update has been undertaken with the Western Bay of Plenty working group (TSP working group), with representatives from the following transport partners:

- NZ Transport Agency Waka Kotahi (NZTA)
- Bay of Plenty Regional Council (BOPRC)
- Tauranga City Council (TCC)
- Western Bay of Plenty District Council (WBOPDC).

Once agreed, this TSP update can be used to inform the Regional Land Transport Plan (RLTP) and Long Term Plan (LTP) processes, with the aim of supporting prioritisation and funding for key projects in the NLTF.

2.3 SMARTGROWTH STRATEGY AND UFTI

The SmartGrowth Strategy is a 30 year comprehensive plan that sets out the vision and direction for the growth and development of the Western Bay of Plenty sub-region. It is a partnership between various governing bodies and tāngata whenua.

The strategy sets out the vision for the sub-region which is, Western Bay – a great place to live, learn, work and play. The Urban Form and Transport Initiative (UFTI) business case (2020) sets out the Connected Centres scenario and vision for the sub-region which focusses on more sustainable urban development resulting in urban intensification and a

shift away from private car dependence. It emphasises the interconnection within and between connected centres. Transport plays an important role in this vision. The SmartGrowth strategy builds on and incorporates the direction and programme established through UFTI.

The SmartGrowth strategy provides eight transport growth directives which focus on important outcomes and functions of the transport system. Transport and land use need to be integrated to create compact, connected neighbourhoods that reduce travel distances and support live, learn, work, and play outcomes. The system needs to support efficient movement of people and freight, particularly supporting the Port of Tauranga, through reliable public transport, safe and connected cycling networks, and protected future rail opportunities (interregional and intra-regional).

The transport system needs to improve safety and accessibility for all ages and abilities. Travel behaviour change is to be promoted in communities to reduce emissions and air pollution. Technology and other transport solutions need to provide for a future proofed, adaptable transport system that optimise existing corridors, integrates all modes, and improves efficiency, safety, and impacts on the environment.

The TSOF aligns with this future growth pattern and Connected Centres scenario. These aspects influence the prioritisation of projects for those that 'support planned urban growth' and 'support urban form outcomes' in the Multi-Criteria Analysis process. This

enables projects that best align with the SmartGrowth Strategy and UFTI are prioritised to help achieve this vision and outcome.

The SmartGrowth Strategy also identifies the current policy context which includes the GPS24 directing transport investment to support economic growth and productivity and the reintroduction of the Roads of National Significance programme. The strategy touches on Long Term Plans (2024-34), Housing and Business, Emissions Trading Scheme, Resource Management Reform and identifies key priorities directed by central and local government.

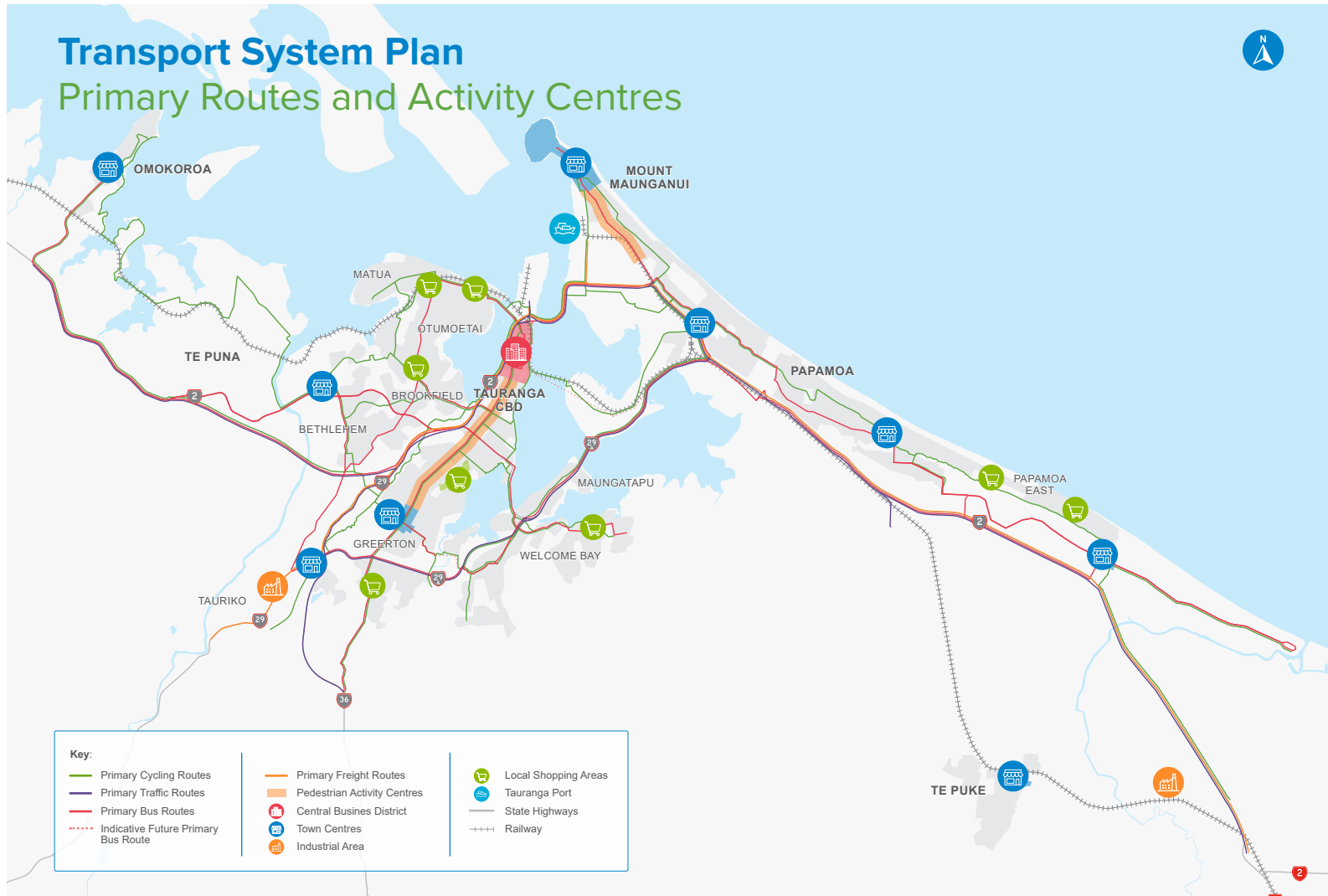


Figure 4 - Primary Routes and Activity Centres. Source: SmartGrowth Strategy 2024



3.1 INVESTMENT OBJECTIVES AND KPIS

The aim for updating the investment objectives was to review and remain consistent with previous TSP objectives (v1 and v2) but ensuring they are still relevant (refer to figure 6 for programme). The TSP v1 and v2 objectives were derived from the SmartGrowth strategy's key transport challenges (2024-2074), processed and reviewed through the working group (refer to table 3). Key changes are detailed below as agreed by the working group:

- Access was amended to be more government agnostic and resilience remains a key aspect.
- Prosperity was added as a fifth objective. This objective is derived from the original Urban Form and Transport Initiative (UFTI) objectives with an amendment to focus on the core strategic networks.
- Affordability was identified as an important aspect but was not included as an objective. It was agreed that value for money is given a higher weighting in the desired outcomes of the evaluation framework tool.

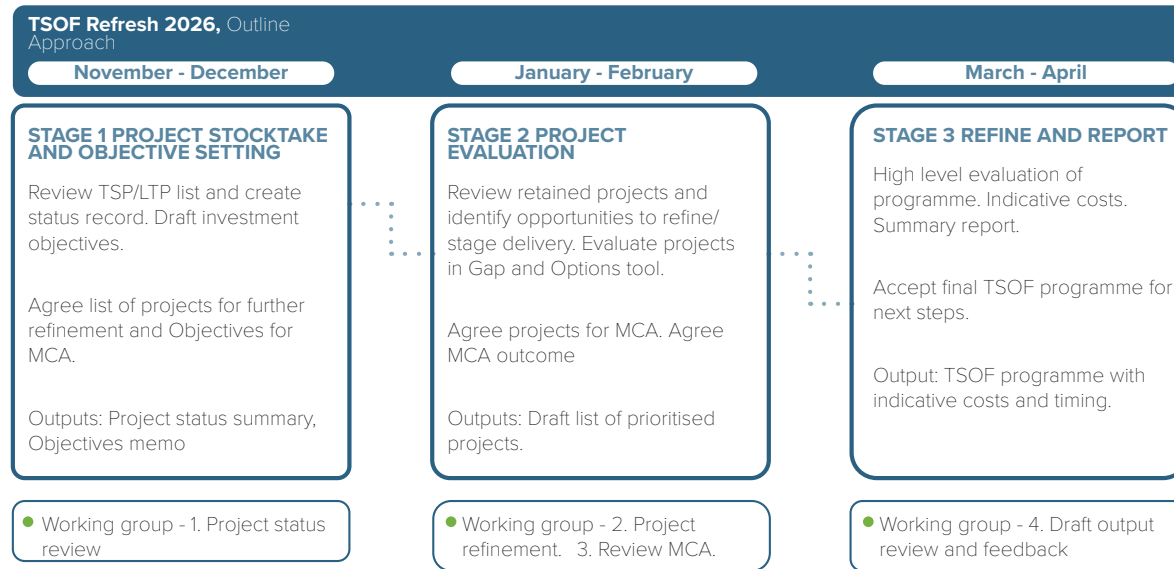







Figure 5 - TSP Refresh Programme

Table 3 - TSP Objectives

Access		Maintain or improve accessibility to key destinations for a range of modes and abilities. This includes improved resilience to unplanned closures as a result of natural hazards and climate change.
Safety		Contribute to an outcome where no one is killed or seriously injured in road crashes and there is improved experiences and perceptions of safety for vulnerable users.
Sustainable Urban Growth		Support sustainable urban growth and quality urban form outcomes by prioritising projects that integrate best practice land use, urban design and transport planning approaches.
Emissions		Increase mode share for public transport, active, low and zero emission modes as a means of reducing the environmental impact of transport and supporting healthy community outcomes.
Prosperity		Improve the efficiency and effectiveness of the core freight and regional strategic transport networks (road and rail).

3.2 OPERATING GAP UPDATES AND EVALUATION

Transport route and operating gap information and findings from TSP v2 were reviewed and updated. This included strategic corridors (refer to figure 6), and operating high impact gaps (figure 7).

3.2.1 STRATEGIC CORRIDOR MAP

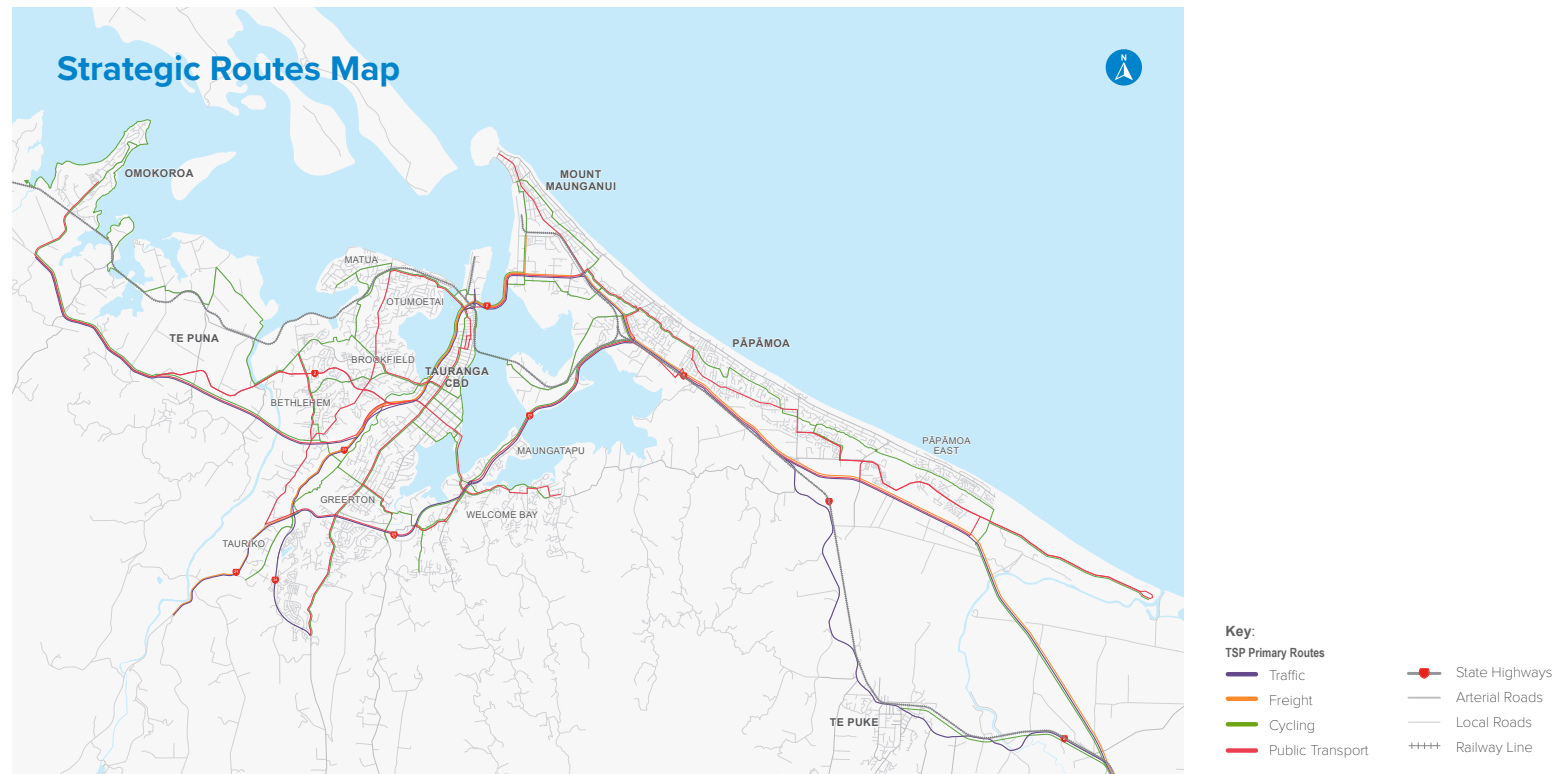


Figure 6 - Strategic Corridor Map

3.2.2 HIGH IMPACT GAPS

Existing gap ratings were reviewed and new gaps were identified with the working group. The high impact gaps (top 20) are identified in the map below. Three new gaps were included, see bullet points below.

- Cameron Road North (Stage 1 area) LOS - Transport modelling shows LOS issues at intersections with Harrington Street, Hamilton Street, Spring Street, Elizabeth Street, Pyes Pa Road, 11th, 15th and 16th Avenue in the long term.
- 11th Avenue poor LOS and Safety
- Transport modelling shows LOS issues at 11th Avenue intersection with Devonport Road in the medium term and there are safety issues due to traffic volumes, freight volumes and lack of safe infrastructure.
- Te Puke area poor LOS and

accessibility – Due to conflicting movements of Freight and General Traffic, there are LOS issues along Te Puke Highway, local roads and key intersections such as No. 1 Road/ Te Puke Highway. This impacts accessibility within Te Puke.

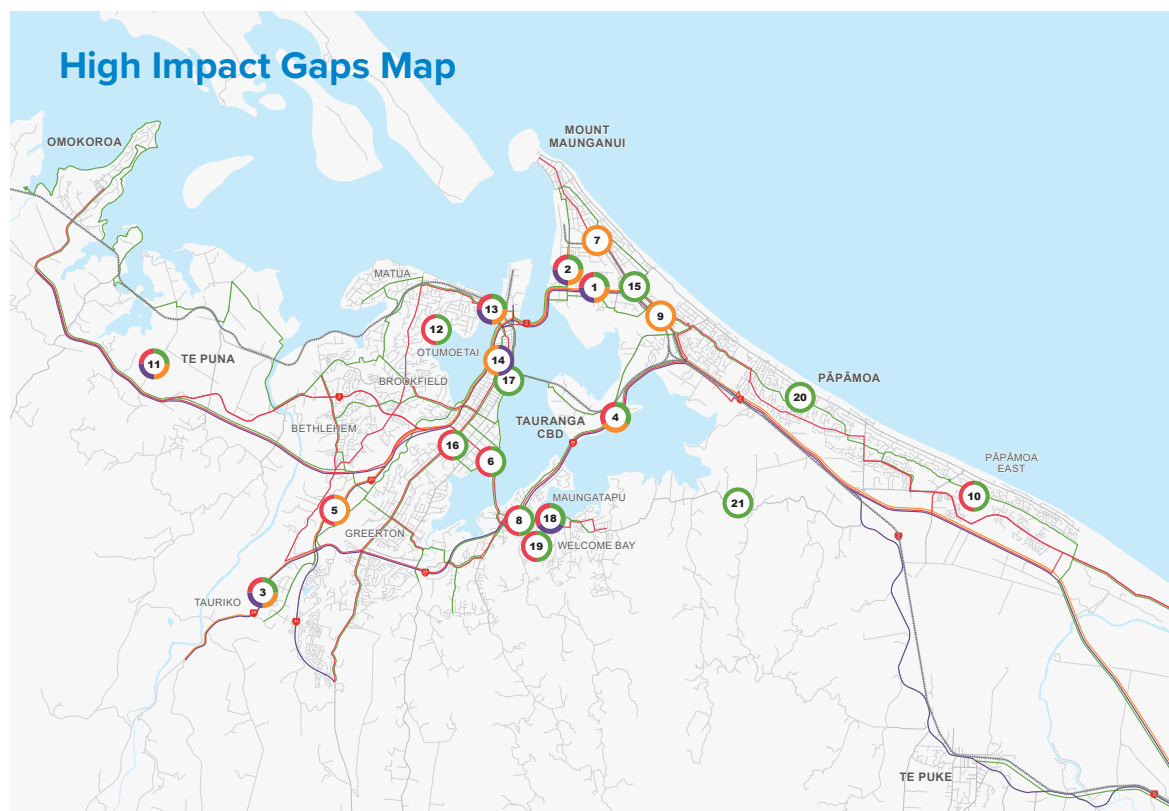


Figure 7 - High Impact Gap Map

3.3 NEW OPTIONS

A long list of interventions and projects that could be implemented to address the operating gaps (see figure 9 for more details) and deliver the TSP objectives were developed from TSOF v2. Some new projects were added from the Tauranga Transport System Model 2023 (TTSM23).

Additional projects include:

- Cameron Road Chapel Street to Elizabeth Street Corridor Improvements
- Cameron Road North (CBD to 16th Ave) Longer Term Corridor Improvements
- 11th Avenue Corridor Improvements
- Welcome Bay Road Rural Improvements Section 1 (RP 1.9-3.8km)
- Welcome Bay Road Rural Improvements Section 2 (RP 7.0km)
- Te Puke Network Improvements to support Spatial Plan.

The TSP working group provided updates to projects planned by TCC, WBOPDC, BOPRC and NZTA.

3.4 GAP AND OPTION EVALUATION

The TSP Gap and Options Engagement Tool was updated to include the new projects identified in Section 3.3. The projects were matched to the gaps that each will address and evaluated against a multicriteria analysis, as shown in the table below. The criteria and weighting were agreed with the TSP working group. Each project is then given a

rating based on: 1) the gap/s the project will address; 2) how it aligns to UFTI and; 3) feasibility. The resulting rating for each project ranges from 0-100% with 100% being the highest.

Feasibility ratings were adjusted to put more weighting on Benefits/Cost which reduced affordability and system enabling weightings. This prioritises projects which have a higher benefit/cost rating.

The initial ratings were presented to the TSP working group in a workshop. Ratings were adjusted based on the group discussions and feedback. The final list of projects and how they will be packaged were also developed in collaboration with the working group.

Table 4 - Project ratings

Criteria and Base Weighting	Rating Considerations
Gap impact rating (14%)	From the gap assessment (14%)
Alignment to UFTI (42%)	Support planned urban growth (14%) Support urban form outcomes (14%) Support strategic journeys (14%)
Feasibility (45% - increased 3%)	Affordability (10% - decreased 4%) System enabling (10% - decreased 4%) Benefits / Cost (25% - increased 11%)

3.5 SENSITIVITY TESTING

Sensitivity tests were undertaken by adjusting the weightings for the criteria in the option evaluation. The sensitivity testing did not justify changes to the base output.



4. PROPOSED PROGRAMME

4.1 PROPOSED PROGRAMME

4.1.1 PROPOSED LIST OF ACTIVITIES

The following ongoing programmes contribute to the TSP objectives by providing essential minor improvements and mitigation for unplanned disruptions.

- Western Bay of Plenty Bus Service ongoing funding
- Minor Safety Improvements Programme
- Safe Network Programme
- Speed Management Plan Implementation
- Reactive Works and Operational Improvements
- WBOPDC District Wide Walk and Cycle improvements
- Car Parking Management Plan.

NZTA is currently developing the Tauranga Strategic Urban Network System Plan (TSUNP). This will identify and prioritise State Highway transport improvements within the Tauranga area that support strategic state highway journeys. State Highway projects and timing will be defined through the TSUNP to inform the RLTP, NLTP and State Highway Investment Proposal. The TSUNP work will take account of the projects prioritised through the TSOF. Once both are complete it is recommended that a combined delivery plan/programme is agreed so that future improvements are coordinated, risks minimised and system wide benefits delivered.

4.1.2 COMPLETED OR IN CONSTRUCTION

The projects identified in the table below are in construction or have been completed in the past three years.

Table 5 - Projects completed or in construction in the past three years

Project	Status
Cameron Road Multimodal Stage 1	Complete
Maunganui Road Safety Improvements	Complete
Baypark to Bayfair Link (B2B)	Complete
City Centre Transport Hub (Stage 1)	Complete
Arataki PT Facility	Complete
Bus Facility Tauranga Crossing	Complete
On Demand PT Trial	Ongoing
Arterial Route Review	Ongoing
Waihi to Ōmokoroa safety improvements	In construction
Takitimu North Link Stage 1	In construction
Tauriko West Enabling Works	In construction
Papamoa East Interchange	In construction
SH2 / Ōmokoroa intersection and Francis Road / Industrial Road intersection on Omokoroa Road	In construction
Rangiorua Business Park TEL Interchange	Complete

4.1.3 PROPOSED LIST OF ACTIVITIES

The following projects are prioritised for delivery and contribute toward the TSP objectives. The projects are sorted by priority and sequencing undertaken through the TSOF refresh.

Actual delivery timing will depend on RLTP/LTP outcomes and funding availability.

(Colour coded by lead agency: **TCC**, **BOPRC**, **WBOPDC**, **Waka Kotahi**)

Key to colour coding of activity timings	
Business case and design	
Implementation	

Project	Priority	Supports TSP Objectives					Indicative cost estimate ²	Way forward	Period		
		Access	Safety	Urban Growth	Emissions Reduction	Productivity			2027 to 2030	2031 to 2037	2038+
Roads of National Significance Upgrades – funding and timing to be confirmed											
Tauriko SH29 RoNS Stage 1	Prioritised outside of TSOF	✓	✓	✓		✓	\$410M	Delivery	Timing of RoNS Projects is to be confirmed, subject to Government funding decisions.		
Tauriko SH29 RoNS Stage 2		✓		✓		✓	\$1.6B	Delivery			
Takitimu North Link Stage 2		✓	✓	✓		✓	\$1B	Planning			
SH2 Revocation Stage 1				✓	✓		✓	\$25M		Planning	
Projects Progressing in Business Case or Design											
Connecting the People Fifteenth Avenue to Welcome Bay	High	✓	✓		✓	✓	\$140M	Design			
Connecting Mount Maunganui Stage 1 Local Road Improvements	High	✓	✓	✓		✓	No Estimate	DBC			
Cameron Road Multimodal Upgrade Stage 2	High	✓	✓	✓			\$99M	DBC			
New Projects Prioritised for Delivery in Years 0 to 3											
Bus network short term improvements (network reviews)	High	✓		✓	✓		BAU	Implement			
City Centre Action and Investment Plan	High		✓	✓			No Estimate	Implement			
Optimisation Strategic Plan	High	✓		✓	✓	✓	No Estimate	Implement			

²Includes risk and contingency excludes business case and design unless stated. High level indicative costs only.

Project	Priority	Supports TSP Objectives					Indicative cost estimate ²	Way forward	Period		
		Access	Safety	Urban Growth	Emissions Reduction	Productivity			2027 to 2030	2031 to 2037	2038+
Welcome Bay Road safety and resilience (RP 1.9-3.8km)	High	✓	✓				\$12M	Implement			
Te Puke Spatial Plan improvements	High		✓	✓		✓	No Estimate	DBC and Implement			

Projects Prioritised for Delivery in Years 4 to 10

PT services and infrastructure enhanced services	High	✓		✓	✓		\$45M p/a	Implement			
Connecting Mount Maunganui Longer Term Improvements	High	✓	✓	✓		✓	No Estimate	DBC			
Arataki to Papamoa East Multimodal	Medium	✓	✓	✓	✓		\$76M	DBC			
Brookfield road network improvements to support OSP outcomes	Medium		✓	✓			\$44M	DBC			
Mount / Papamoa Area Walk and Cycle Improvements	Medium	✓	✓		✓		\$50M	DBC			
Otumoetai / Bellevue / Brookfield Walk and Cycle Improvements	Medium	✓	✓	✓	✓		\$75M	Implement			
Chapel Street bridge resilience (strengthening assumed)	Medium	✓		✓		✓	\$135M	Implement			
Wairakei Te Tumu collector roads and bus facility (developer delivered)	Medium	✓		✓			\$130M	Implement			
Mt Maunganui bus facility	Medium	✓			✓		\$8.5M	DBC			
Keenan Road access to planned urban growth	Medium	✓		✓			\$177M	Planning			
Western Corridor Ring Route (SH29 to SH36 - Tauriko Stage 3 Ring Route)	Medium	✓		✓			\$145M	SSBC			
Cameron Road Chapel Street to Elizabeth Street	Medium	✓	✓	✓			No Estimate	Planning			

Project	Priority	Supports TSP Objectives					Indicative cost estimate ²	Way forward	Period		
		Access	Safety	Urban Growth	Emissions Reduction	Productivity			2027 to 2030	2031 to 2037	2038+
11th Avenue Safety and Access Improvements	Medium	✓		✓			No Estimate	Planning			
Welcome Bay Rd Safety and Resilience (RP 7km)	Medium	✓	✓				\$4M	Implement			

Projects Prioritised for Delivery in Years 11 Onward

Fraser Street multimodal improvements	Medium	✓	✓		✓		\$144M	DBC			
Access St Area C - Te Papa E/W connect	Medium	✓	✓		✓		\$30M	DBC			
Belk Road futureproofing	Medium	✓		✓			\$9M	Implement			
Gloucester Street Extension	Medium	✓		✓	✓		\$2.5M	DBC			
Papamoa bus facility (Domain)	Medium	✓	✓				\$3M				
Park and ride sites northern corridor e.g. Omokoroa and Te Puna	Medium	✓		✓	✓	✓	\$5.3M	DBC			
Te Papa active mode off-road (north-south) connection	Medium	✓	✓	✓	✓		\$36M	DBC			
Park and ride sites eastern corridor, e.g. Domain Road, Papamoa East	Medium	✓		✓	✓	✓	\$40M	DBC			
Upgrade Otumoetai Road to support OSP outcomes	Medium	✓		✓	✓		\$8.5M	DBC			
11th Avenue Corridor Improvements	Medium		✓	✓		✓	No Estimate				
Bethlehem bus facility	Medium	✓		✓	✓		\$8.5M	DBC			
Brookfield bus facility	Medium	✓		✓	✓		\$3.2M	DBC			
Bethlehem to Otumoetai cycleway	Low	✓	✓	✓	✓		\$22M	DBC			

Project	Priority	Supports TSP Objectives					Indicative cost estimate ²	Way forward	Period		
		Access	Safety	Urban Growth	Emissions Reduction	Productivity			2027 to 2030	2031 to 2037	2038+
Existing Te Okuroa Drive Bus / HOV lanes (Parton Road east)	Low	✓		✓	✓		\$5.3M	DBC			
Domain Road upgrade (urbanisation of southern sections)	Low	✓	✓	✓			\$20M	DBC			
Te Puke to Rangiuru cycleway	Low	✓	✓		✓		\$13M	Implement			
Cameron Road north 16th Ave to CBD longer term improvements	Low	✓	✓				No Estimate				
Pyes Pa Road multimodal upgrade	Low	✓	✓	✓	✓		\$44M	DBC			
Te Puke Number 1 Road cycleway	Low	✓	✓		✓		\$5.3M	DBC			
Cambridge Road multimodal upgrade	Low	✓	✓		✓		\$300M	DBC			
Western corridor ring route (SH36 – Oropi Road/SH29a)	Low	✓		✓		✓	\$49M	DBC			
East west pedestrian and cycle connections to support Otumoetai Spatial Plan	Low	✓		✓	✓		\$30M	DBC			
Ohauti South transport infrastructure	Low	✓		✓			\$7.5M	DBC			
Waihi Road bridge resilience (strengthening assumed)	Low	✓				✓	\$2M	Design			

4.1.4 COST ASSUMPTIONS

- Cost estimates are provided to give an indication of scale. Accuracy is low at this stage.
- Cost estimates exclude ongoing maintenance
- Cost estimates are 2026 values
- Cost estimates include total cost of the delivery (i.e., includes private sector and NLTF funding)
- All costs indicative, based on broad project definition.



5. PROGRAMME EVALUATION

This section provides a high-level evaluation of the projects in the TSOF programme. The following sections present qualitative assessment of the expected impacts and benefits of implementing the programme of activities.

This TSOF update has not included any new transport modelling. Cost information from the previous TSOF version has been updated based on general construction price increase factors.

5.1.1 IMPACT ON OBJECTIVES

The two staged programmes impact on objectives are compared in figure 9. These are compared using the activities in each programme and their impact on the system gaps. 2030-37 programme has less impact on safety, emissions and prosperity compared to the 2027-30 programme. The 2030-37 programme also provides more multi-modal projects which score lower for prosperity than other projects. Between the programmes, sustainable urban growth remains a consistent objective the activities contribute to which is important for future growth areas.

5.1.2 UPDATED COSTS FOR PROJECTS

The following points should be noted when referring to the cost estimates (as consistent with TSP v2):

- Cost estimates exclude ongoing maintenance
- Cost estimates are 2026 values compared to TSP v2 (2023 values)

- Cost estimates include total cost of the delivery (i.e., includes private sector and NLTF funding).

The values contained within this report are intended for high level evaluation purposes only. General care and acknowledgement of potential optimism bias is recommended when interpreting/using the estimated costs for internal reporting purposes.

5.1.3 RISKS

Key risks for implementation of the TSOF programme remain consistent with version 2. These are provided below, a comment is provided on mitigation but generally risks will need to be monitored over time and a specific risk management plan developed:

- The programme of projects may not achieve the improved levels of service and system capacity compared to previous TSOF programmes due to de-prioritisation of some projects.
- Changes in Government priorities and funding availability means some projects may not be funded. Monitoring and updating mitigates long term risks.
- Cost outcomes are higher than currently estimated. This TSOF update has not included any new cost estimates as estimates in the current environment quickly become outdated due to inflation and other factors. As such all cost information is indicative. Cost estimates can be developed on a project by project basis in future.

- Funding from agencies (e.g., NZTA) not being secured. Considering and seeking avenues to secure alternative funding such as the Infrastructure Acceleration Fund (IAF) and Infrastructure Funding and Financing Levy (IFF).
- Poor community acceptance for projects. Early community engagement and city-wide TSP messaging is recommended.
- Inability to deliver due to constrained professional services and resources. Early engagement and approaches to secure staff and resource is recommended.
- Delay in consenting and other

statutory approvals. Early planning work and investigation of potential issues such as property requirement is recommended.

- Tangata whenua objections or issues arising from poor engagement, effective partnering and collaboration is recommended
- Poor programme integration between asset owners/deliverers, delivery through TSP with clear communication and agreement is recommended.
- Project scope deviates from original intent. There is a risk that scopes are changed over time and this is not reviewed at TSP level therefore outcomes are not achieved.

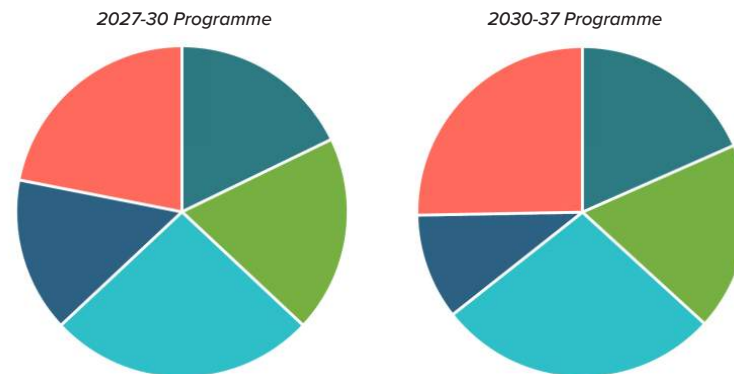


Figure 8 - Programme Impact on Objectives

5.1.4 PROGRAMME AND GAPS

See figure 9 for gaps that each programme addresses and the gaps that are not addressed in the programme.

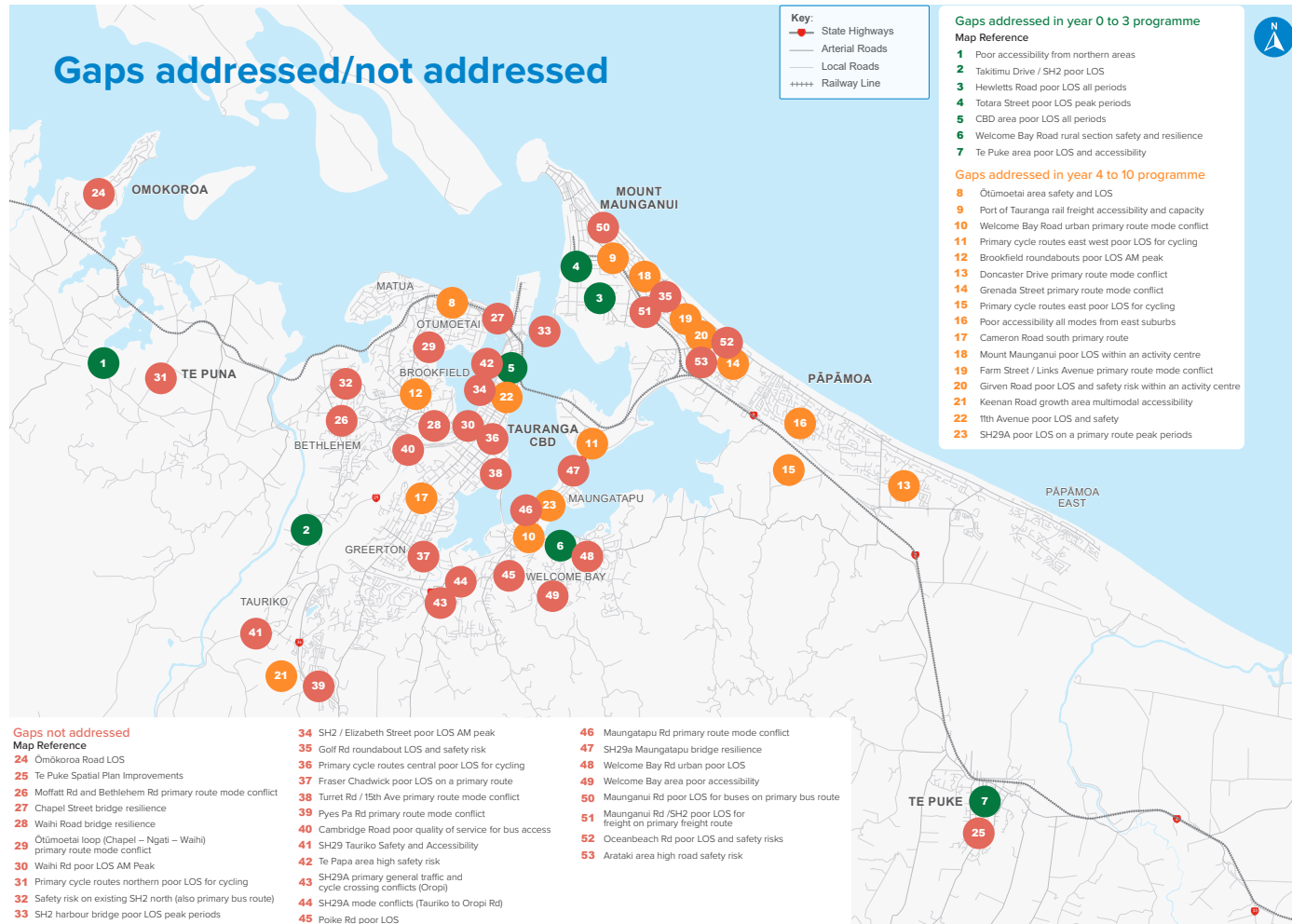


Figure 9 - Gap map



6. MONITORING

Monitoring of transport outcomes is undertaken by SmartGrowth along side monitoring of other indicators such as housing supply and costs. The key transport metrics monitored by SmartGrowth and desired trends are shown in the following table.

Table 6 - Benefits and Metrics from SmartGrowth

TSP Benefit	#	Key Performance Indicators	Desired Trend	Source	Monitoring Timeframe
Access	1	Length (time) of unplanned road closures due to natural hazards and climate change. (Improved Resilience).	↓	TREIS for State Highways and explore if this can be measured through Addinsight	Biennial – unlikely to change significantly on a yearly basis
	2	Improve travel time reliability for priority modes and routes to key destinations	↑	Set up key journeys in Mooven and monitor accordingly PT journey times (BOPRC)	Annually – Readily available data
Safety	3	Reduce road death and serious injuries within the Western BOP subregion by mode	↓	CAS – 5 Year rolling average	Annually – Readily available data
	4	Improve the experience and perception of safety for vulnerable road users	↑	Tailored questionnaire survey	Biennial – as not readily available data. Baseline data to be obtained
Sustainable Urban Growth	5	Average Dwelling Densities (intensification of existing residential growth area and new growth area) in the subregion	↑	TCC and WBOPDC	Biennial - unlikely to change significantly on a yearly basis
	6	Percent or number of jobs accessible from all dwellings within the objective travel time thresholds by PT, walk, cycle and private vehicles in the AM peak. Assumes 15min = walk & cycle. 30 and 45min = cycle, PT and private vehicle	↑	NZTA	Biennial - unlikely to change significantly on a yearly basis
	7	Percent of population or number of people within the objective travel time thresholds of 'sub-regional destinations' (CBD, town centres, hospital, university, secondary schools, major reserves) by all modes.	↑	NZTA	Biennial - unlikely to change significantly on a yearly basis
Emissions	8	Vehicle kilometres travelled (VKT) and vehicle hours travelled (VHT) by cars and light vehicles	↓	Estimate from transport model Or Addinsight Data	Annually Need baseline data
	9	Tonnes of harmful emissions emitted per year from transport	↓	TSP modelling	Annually 2018 baseline available
Prosperity	10	Predictability of interpeak travel times on freight priority journeys	↑	Set up key journeys in Mooven and monitor accordingly	Annually – Readily available data
	11	Mode share of domestic freight (% of freight moved by rail, and coastal shipping)	↑	MOT data	Annually – Readily available data



7.1 CONCLUSION

This TSOF update version 3 has been undertaken by building upon the findings and recommendations of the previous TSOF and understanding the new transport network gaps and option that need to be addressed now and in the future. This is an important step that will allow for the WBOP sub-region to translate the recommendations and vision of the UFTI to a programme of tangible activities.

Many of the projects prioritised in the previous TSOF update have been initiated and at least have business case processes underway. These projects are prioritised in this review. Completing the business case phase and implementing improvements is now a priority. Funding constraints will impact how much of the updated programme can be delivered in the proposed time periods. Seeking opportunities for alternative funding if these arise is recommended.

The process has been collaborative with the TSP working group and has followed a structured method from reviewing and identifying TSP objectives, understanding the current and future transport network gaps, considering previous projects and conceptualising new interventions, and evaluating the long list of projects.

7.2 NEXT STEPS

Once agreed the TSOF can inform RLTP and LTP processes and funding considerations to direct investment in transport system improvements that deliver our shared objectives over time.



8. APPENDIX

8.1 APPENDIX A - PROJECT STATUS MEMO



Memorandum

To: Western Bay of Plenty Transport System Plan (TSP) Project Management Group (PMG)

CC: Karan Sehgal

From: Craig Richards (Beca), Alyssa Greaney (Beca)

Date: 6 March 2026

TSOF v3 Update – Project Update Memo

Purpose

The purpose of this memo is to provide the TSP PMG with an update on the following work that has been progressed as part of updating the TSP Transport System Operating Framework:

- Background and purpose of the project
- Key activities and outcomes completed to date
- Next steps.

Background and purpose of the project

The TSOF is used to inform a preferred programme of major transport projects for the Western Bay sub region that support urban growth, safe movement and other objectives (contributing to the UFTI outcomes). It is typically developed every three years as an input to the Regional Land Transport Plan and Long Term Plans and through this, supports funding requests to the National Land Transport Programme. This is the third version of the TSOF. The original was developed in 2020 and the first refresh in 2023.

Key activities and outcomes completed to date

The following key activities have been completed to date.

1. The previous TSOF (version 2) programme was collated, reviewed and the status for each project was updated. Each project was allocated to the corresponding project partner (NZTA, WBOPDC, BOPRC and TCC) to review and update via the working group. This set a baseline of updated information (projects that have been completed, progressed or not progressed since the previous TSOF) to build on for this version.
2. Building on the baseline of existing projects, a small number of additional projects that have arisen since the last TSOF update were received from the working group and reviewed (this list is provided as an appendix). Following review and discussion by the Working Group, where some projects were combined or addressed in other ways, a selection of new projects were added to the project list. As follows:
 - Cameron Road Chapel Street to Elizabeth Street corridor improvements
 - Cameron Road North (CBD to 16th Ave) longer term corridor improvements
 - 11th Avenue corridor improvements



- Welcome Bay Road rural improvements section 1 and 2
- Te Puke network improvements to support spatial plan.

These projects will be evaluated alongside the existing projects as part of the TSOF update.

3. The project list was then reviewed to identify projects that have been completed since the last TSOF version and those projects that are now being progressed outside of the TSP (as these projects do not need to be further prioritised).

Progressing outside of TSOF	Completed or In Construction
<p>Turret Road / 15th Ave Multimodal Improvements</p> <p>SH29 Tauriko West</p> <p>Cameron Road Stage 2</p> <p>SH2 Revocation</p> <p>Hewletts Road Sub Area Access (Connecting Mount Maunganui)</p> <p>Takitimu North Link Stage 2</p> <p>Ongoing programmes</p> <ul style="list-style-type: none"> • Minor Safety Improvements Programme • Reactive Works and Operational Improvements • TSP038 Speed Management Plan Implementation • TSP042 Safe Network Programme. 	<p>City Centre Transport Hub (Stage 1)</p> <p>On Demand PT Trial</p> <p>Arataki PT Facility</p> <p>Bus facility TGA Crossing</p> <p>Rangiuru Interchange</p> <p>Papamoa East Interchange</p> <p>SH2/Ōmokoroa Road Intersection Upgrade</p> <p>Stage 2 Ōmokoroa Road Urbanisation (completion by mid-2026)</p> <p>SH2 Waihi to Tauranga Corridor</p> <ul style="list-style-type: none"> • Takitimu North Link Stage 1 in construction • SH2 Waihi to Ōmokoroa safety improvements .

4. Three new gaps were identified from the list of new projects and included for prioritisation. As per the *TSOFv3 Update - Investment Objectives and Gap Review* (28 January 2026) memo, there was agreement to include prosperity as an objective and split the weighting evenly (20%) between all five objectives, Access, Safety, Sustainable Urban Growth, Emissions and Prosperity.

The separate Gap and Project Evaluation memo describes the gaps and project evaluation.

Next steps

The next step in the TSOF update process is updating the Multi-Criteria Analysis tool with refined projects, and rate them accordingly to produce the TSP proposed activity list.



Appendices

Appendix A - TSOF V3 Additional Projects Request List and Review Comments – Draft

Additional Project Submission	Local Road or State Highway	Timeframe	Included in Previous TSP?	Decision	Gap Alignment	Sub Area
Takitimu Flyover over Elizabeth - 2 lanes	SH	2035, 2048/63	No Tauranga Strategic Urban Network Plan	TSUNP to define solution in this location		
Left in left out movement from Aerodrome Road Airport to Hewletts Road	SH & LR	2035, 2048/63	Connecting Mount Maunganui	CMM to define solution in this location		
Bus only lanes into HOV lanes along Hewletts Road	SH	2035	Connecting Mount Maunganui	CMM to define solution in this location		
Harbour Bridge SB Tasman Quay - Dive Crescent Offramp - 3 lanes	SH	2035, 2048/63	No Tauranga Strategic Urban Network Plan	TSUNP to define solution in this location		
Takitimu Drive SB Chapel Onramp - Waihi Offramp - 3 lanes	SH	2035, 2048/63	No Tauranga Strategic Urban Network Plan	TSUNP to define solution in this location		
Harrington - Cameron Intersection Upgrade (Signalised)	LR	2035, 2048/63	No Add as a local road project	Add as one new project – Cameron Road Chapel Street to Elizabeth	18 CBD area poor LOS all periods	Central



Additional Project Submission	Local Road or State Highway	Timeframe	Included in Previous TSP?	Decision	Gap Alignment	Sub Area
Hamilton - Cameron Intersection Upgrade (Left Pocket Lane from Hamilton)	LR	2035, 2048/63	No	Street corridor improvements.	18 CBD area poor LOS all periods	Central
Spring - Cameron Intersection Upgrade (Left Pocket Lane from Spring)	LR	2035, 2048/63	No		18 CBD area poor LOS all periods	Central
Totara - Hull Roundabout Upgrade (Two right turn lanes from Totara to Hull)	LR	2035, 2048/63	Connecting Mount Maunganui	CMM to define solution in this location		
Elizabeth (Takitimu - Cameron) Road Upgrade (3 lanes each direction for main section)	LR	2035, 2048/63	No Add as a local road project	Add specific project	15 SH2 / Elizabeth Street poor LOS AM peak	Central
Elizabeth - Cameron Road Upgrade (4 lane approach from Takitimu)	LR	2035, 2048/63	No Add as a local road project	Part of above project, list as Cameron Road – Elizabeth Street local road connection.		
SH29A Poike Roundabout Upgrade	SH	2048/63	No Tauranga Strategic Urban Network Plan	TSUNP to define solution in this location		



Additional Project Submission	Local Road or State Highway	Timeframe	Included in Previous TSP?	Decision	Gap Alignment	Sub Area
Hewletts - Maru Intersection Upgrade - Additional one left turn lane from Airport	SH & LR	2048/63	Connecting Mount Maunganui	CMM to define solution in this location		
Maunganui - Golf Intersection Upgrade (add extra lane west and south approach).	LR	2048/63	Connecting Mount Maunganui	CMM to define solution in this location		
SH29A WB Ramp - Cameron Road - Pyes Pa Road intersection upgrade	SH	2048/63	No. Barkes Corner. Tauriko West	Tauriko West to define solution in this location		
Cameron Road Flyover 15th Avenue - 1+1 Lanes	LR	2048/63	No Add as a local road project	Add as one combined project – Cameron Road North long term corridor improvements	New gap	Central
Bus lanes into HOV lanes along Cameron Road Stage 1	LR	2048/63	No Add as a local road project		New gap	Central
Cameron - 16th Intersection Upgrade - additional RT lane from 17th Avenue approach	LR	2048/63	No Add as a local road project		New gap	Central
Takitimu SB offramp to 11th Avenue eastbound intersection upgrade to signalised	LR & SH?	2048/63	No – existing?	Check – is this as existing?		



Additional Project Submission	Local Road or State Highway	Timeframe	Included in Previous TSP?	Decision	Gap Alignment	Sub Area
Hewletts/SH2 - convert restricted (truck only or HOV lane) lane to general traffic	SH	2048/63	Connecting Mount Maunganui	CMM to define solution in this location		
SH29A Ohauti RAB upgrade	SH	2048/63	No Tauranga Strategic Urban Network Plan Poss – optimisation improvements. Oropi RB? Discuss with Karan.	Check what this option includes.	32 SH29A poor LOS on a primary route peak periods	
SH2 Mangatawa Link Intersection Upgrade (3 lanes from Sandhurst Approach)	LR	2048/63	No Add as a local road project	New bridge? State Highway project?	51 Poor accessibility all modes from east suburbs	East
SH29A southbound on-ramp from Taipari Street	SH	2048/63	No Tauranga Strategic Urban Network Plan	TSUNP to define solution in this location		
Chapel - Marsh Street intersection upgrade. Add through lane from Marsh Street and receiving lane at Takitimu Onramp	SH & LR	2048/63	No Tauranga Strategic Urban Network Plan	TSUNP to define solution in this location		
Hewletts - Newton Roundabout Upgrade	SH	2048/63	Connecting Mount Maunganui	CMM to define solution in this location		



Additional Project Submission	Local Road or State Highway	Timeframe	Included in Previous TSP?	Decision	Gap Alignment	Sub Area
Cameron Road - 11th Avenue intersection upgrade	LR	2048/63	No Add as a local road project	Add one specific project 11 th Ave long term corridor improvements	New gap	Central
11th Avenue upgrade - 2 lane main section each direction between Devonport and Cameron	LR	2048/63	No Add as a local road project		New gap	Central
11th Avenue - Devonport Signalised Intersection Upgrade	LR	2048/63	No Add as a local road project		New gap	Central
SH29 Kaweroa Drive to SH36 Ring Road – Upgrade to Two General Traffic Lanes, each way	LR	N/A	Western Corridor Ring Route (SH29 to SH36 - Tauriko Stage 3 Ring Route	Existing project		
SH36 Taurikura to Ring Road – Upgrade to Two Lanes (1 GT + 1 HOV), each way	SH	N/A	No Tauranga Strategic Urban Network Plan	TSUNP to define solution in this location		
Welcome Bay Road (WBOPDC section) 1.9-3.8 location	LR	Years 1-3 (27-30)	Welcome Bay Rd rural section safety improvements Note \$12M estimate	Include	37 Welcome Bay Rd primary route mode conflict	East-west



Additional Project Submission	Local Road or State Highway	Timeframe	Included in Previous TSP?	Decision	Gap Alignment	Sub Area
Welcome Bay Road (WBOPDC section) 7km location	LR	Years 4-10 (30-36)	Welcome Bay Rd rural section safety improvements Note \$4M estimate	Include	37 Welcome Bay Rd primary route mode conflict	East-west
Te Puke network improvements to support spatial plan	LR	N/A	Not previously, Te Puke Spatial Plan more recent.	Include as new project.	New gap	East
Youngson Road improvements post TNL	LR	N/A	Aligns to 'Local road connections to the Takitimu North Link (TNL) and SH2'	Retain as Youngson Road improvements. Years 4-10. Local road connections to the TNL	2 Poor accessibility from northern areas	

8.2 APPENDIX B - INVESTMENT OBJECTIVES AND GAP REVIEW MEMO



Memorandum

To: Western Bay of Plenty Transport System Plan (TSP) Project Management Group (PMG)

CC: Karan Sehgal

From: Craig Richards (Beca), Maf Cipriano (Beca)

Date: 6 March 2026

TSOFv3 Update – Gap and Project Evaluation

Purpose

The purpose of this memo is to provide the TSP PMG with an update on the following work that has been progressed as part of updating the TSP Transport System Operating Framework (TSOF):

- Project evaluation, which includes utilising the TSP Gap and Options Evaluation Tool to undertake a multicriteria analysis (MCA) of operating gaps and projects to inform prioritisation.

Project Refinement

The projects in the TSP v2 Programme were reviewed and updated, and additional projects were collated. This is discussed in *TSOF v3 Update – Project Update Memo* (06 March 2026).

Project Evaluation and Workshop

The TSP *Gap and Options Evaluation Tool* was developed for TSOF v1 to evaluate projects against TSP objectives and inform a draft prioritised list of projects. Changes have been implemented to align with current priorities whilst still supporting long term transport outcomes sought in regional and local policy. The changes in the tool and the rationale are discussed in *TSOFv3 Update - Investment Objectives and Gap Review* (28 January 2026) memo.

After finalising the list of projects, the updated *Gap and Options Evaluation Tool* was utilised to evaluate each new gap and project. Gaps and projects that were included in the last TSOF update were reviewed, but generally the gap and option ratings made previously were not changed as there has not been a significant shift in gap impact or option benefit. Although, where projects have been completed the associated gap was deemed to be resolved. The top 10 high impact gaps are shown on the map in Appendix A.

The following steps were followed in scoring of each new project:

- The *Gap and Options Evaluation Tool* was updated to include new projects.

New projects were matched to the gaps that each will address and evaluated against the criteria shown in

- Table 1. The criteria and weightings were agreed with the Working Group.
- Each project is then given a rating based on the gaps the project will address, how it aligns with UFTI and its Feasibility.
- The resulting rating for each project ranges from 0-100% with 100% being the highest.
- Sensitivity testing is undertaken by adjusting the ratings for Alignment to UFTI and Feasibility.



Table 1 Scoring for Project Evaluation

Criteria and Base Weighting	Rating Considerations
Gap impact rating (14%)	From the gap assessment (14%)
Alignment to UFTI (42%)	Support planned urban growth (14%)
	Support urban form outcomes (14%)
	Support strategic journeys (14%)
Feasibility (45%)	Affordability, considering staged approach (10%)
	System enabling (10%)
	Benefits / Cost (25%)

An MCA workshop was held with the working group on 16th February 2026 to discuss how the projects were evaluated. Ratings and scoring were adjusted based on discussions and feedback.

The Working Group then provided feedback on the draft scoring following the workshop.

Emerging Programme

A map showing the highest rated gaps (in terms of impact on achieving objectives is provided as an Appendix).

A number of projects are progressing outside of TSOE having being prioritised in previous versions and these will address some of the highest rated gaps i.e. the 15th Ave Turret Road project is progressing now and will in time address the gap in this location. This project was not reprioritised.

The final scoring will be used to inform the Draft Programme. Although noting the evaluation platform is a tool to inform prioritisation, rather than the sole source of prioritisation. The draft programme will be presented in the draft report around the end of March.

An emerging theme of the programme is that with many existing projects identified for delivery in the next three years and beyond, along with ongoing minor safety and maintenance programmes, the affordability and ability to deliver new projects in the next three years is low. The programme is likely to focus on optimisation and smaller initiatives that support the SmartGrowth directives around sustainable growth, with any new major projects outside the first three year period. Rather than proposing to advance additional major projects at this time. We welcome PMG feedback on this approach.

Next steps

The Draft Programme will be developed, informed by the scoring in the Gap and Evaluation Tool. We will then define draft sequencing and staging (0-3, 3-10, 10+ years) to align with expected affordability and deliverability.

The draft TSOE update report will be circulated around the end of March.

Appendices

High Impacts Gaps and Existing Project Maps – DRAFT

8.3 APPENDIX C - PRIMARY AND SECONDARY TRANSPORT ROUTES

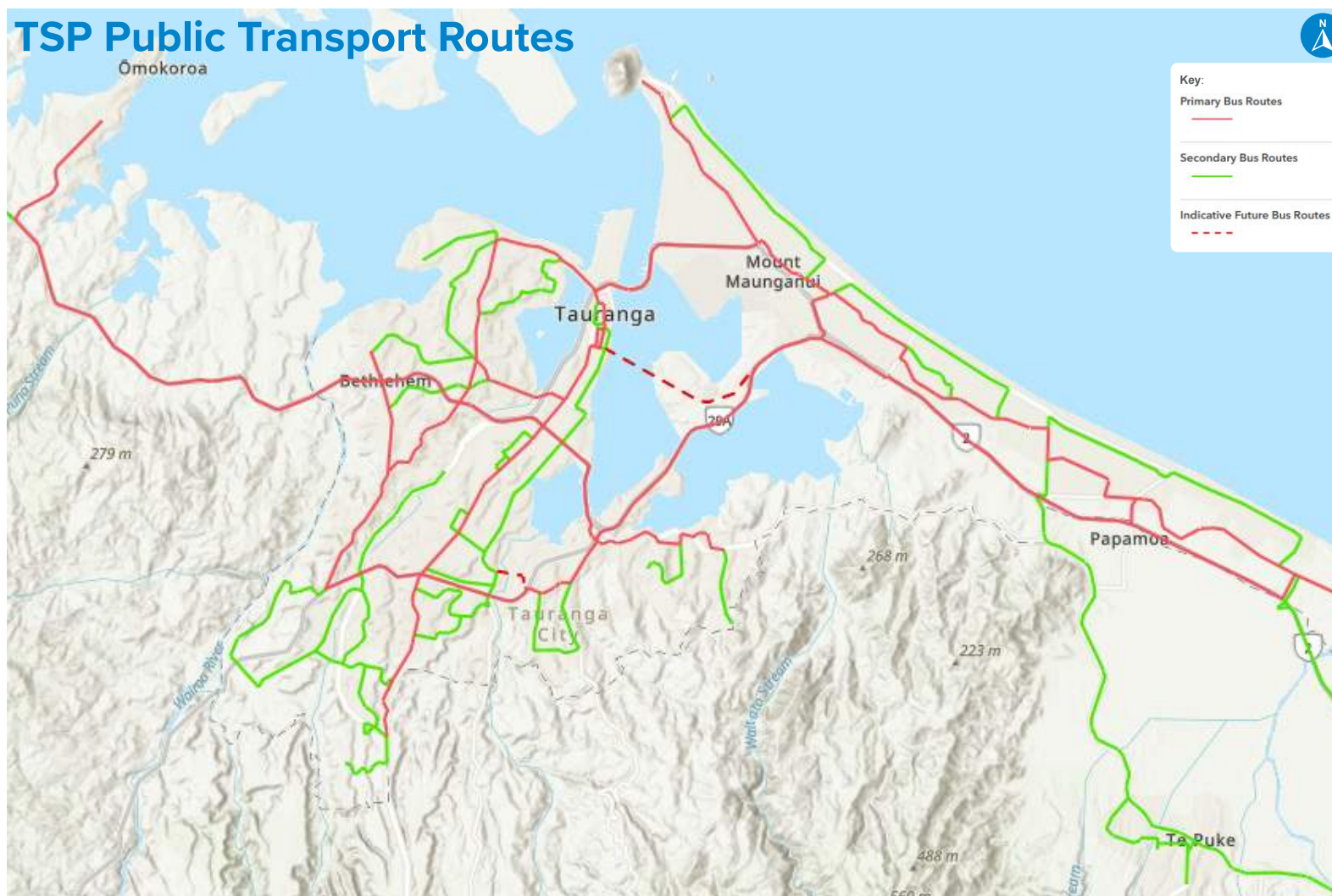


Figure 10 - TSP Public Transport Routes

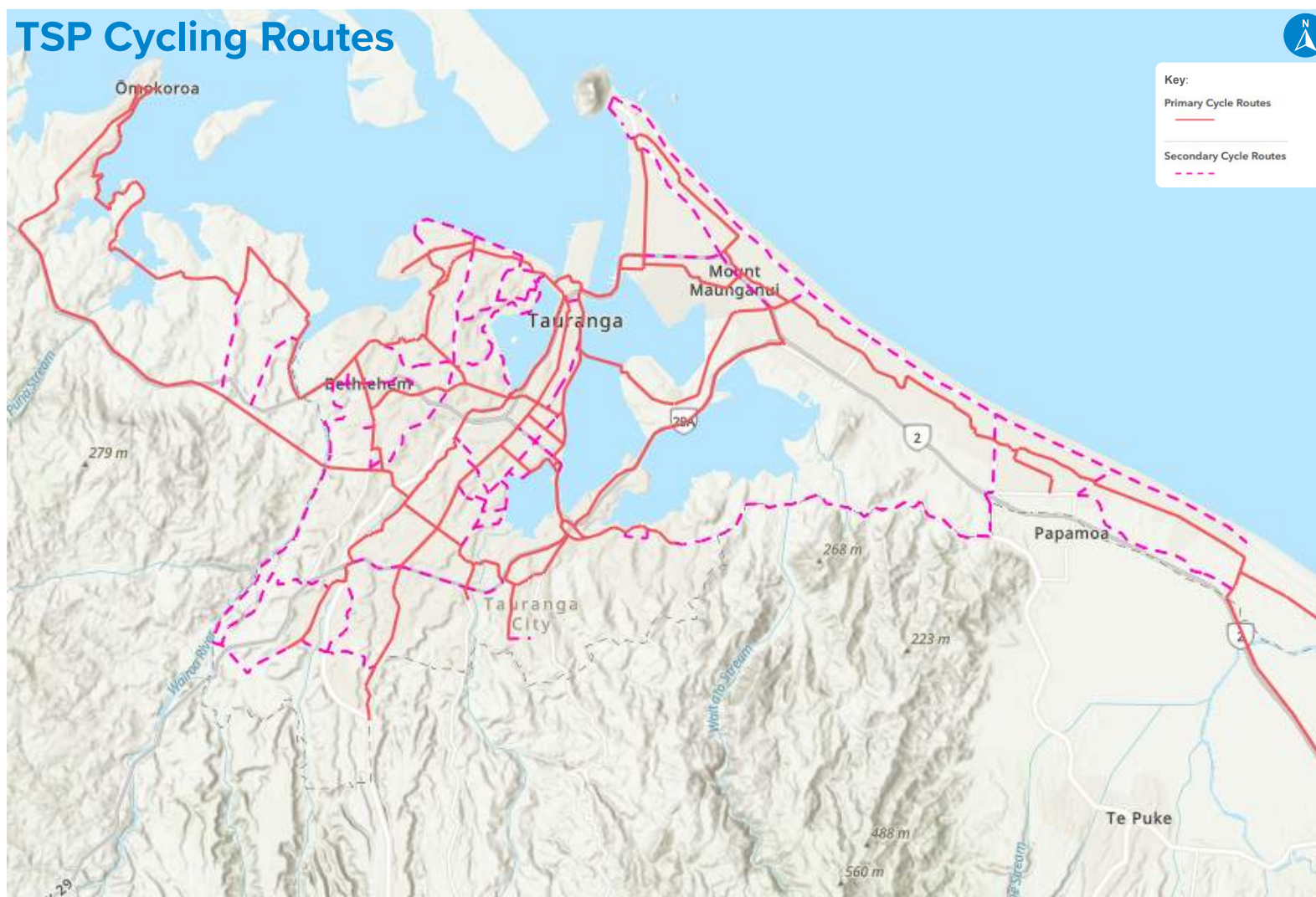


Figure 11 - TSP Cycling Routes

Document Acceptance

Action	Name	Signed	Date
Prepared by	Alyssa Greaney, Charlotte Havill, Shivani Patel		02/04/2026
Reviewed by	Craig Richards		02/04/2026
Approved by	Craig Richards		20/05/2026

on behalf of Beca Ltd.

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10 DISCUSSION OF LATE ITEMS

11 CLOSING KARAKIA