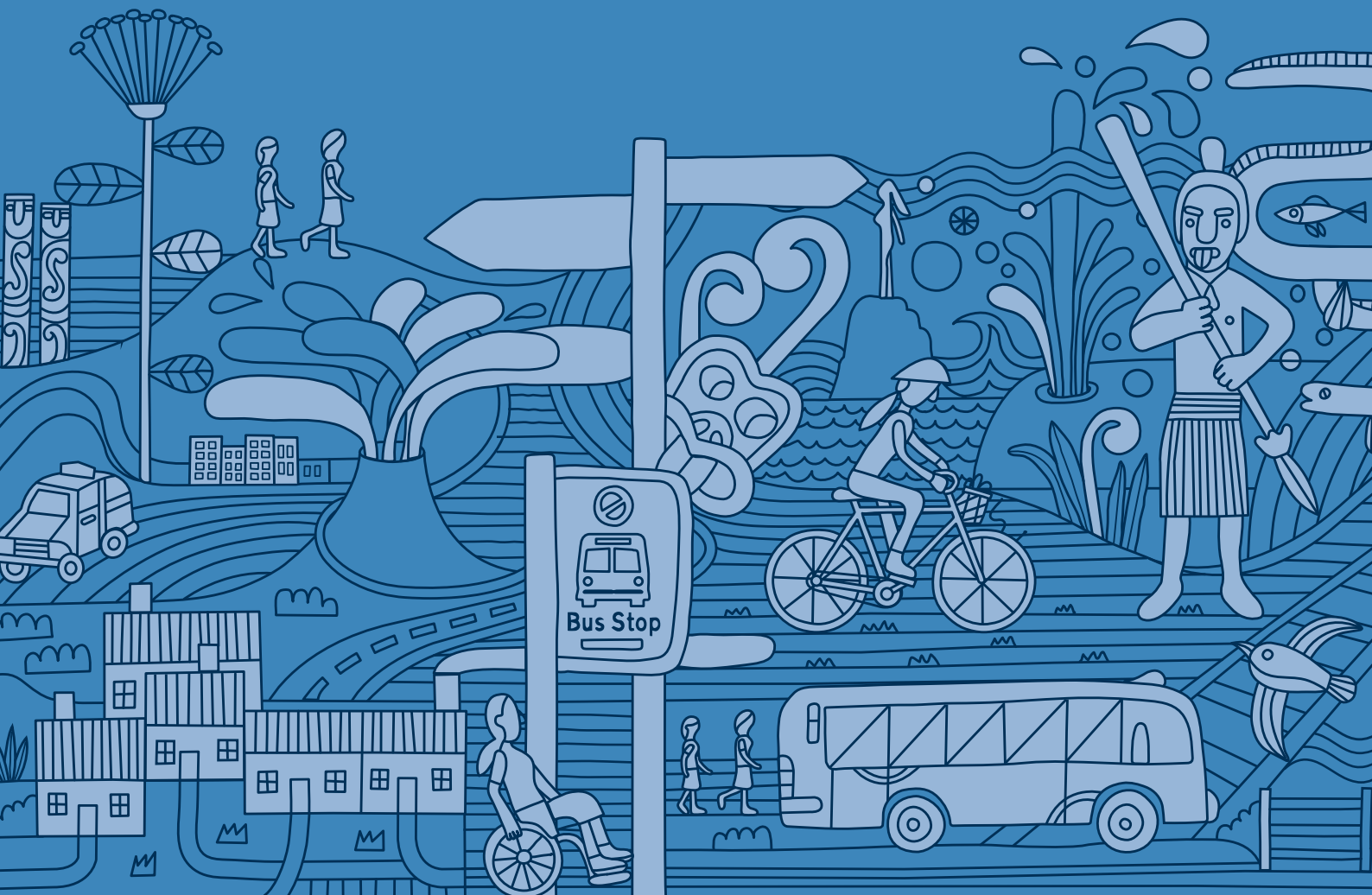


Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga

DRAFT Bay of Plenty Regional Public Transport Plan 2022-32 Summary





Ngā rārangi take

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Te arotakenga o te Mahere Waka Tūmatanui ā-rohe o Te Moana a Toi Bay of Plenty Regional Public Transport Plan Review

Tukua tō kōrero mō te anamata o te whakamaheretanga o te waka tūmatanui me te mahi haumi i te rohe

Have your say on future public transport planning and investment in the region

He aha te Mahere Waka Tūmatanui ā-rohe? What is the Regional Public Transport Plan?

The Bay of Plenty Regional Public Transport Plan (RPTP) is the key statutory document for public transport planning and investment in the region.

We are reviewing the RPTP with the goal of having a new plan in place by the end of 2022. The current plan has been in operation since 2019 and it needs to be updated to better reflect the changes in public transport that have happened since then.

The RPTP is a requirement of the Land Transport Management (LTMA). The LTMA sets out the purpose of the Plan which is:

- A means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure.
- An instrument for engaging with the public in the region on the design and operation of the public transport network.
- A statement of:
 - The public transport services that are integral to the public transport network.
 - The policies and procedures that apply to those services.
 - The information and infrastructure that support those services.

To help meet these requirements, the draft RPTP describes:

- What we want our public transport system to achieve (our long-term goals and objectives).
- How we propose to get there (our strategy, focus areas and policies for achieving our objectives).
- What public transport services we propose to provide.

Te tukanga arotakenga o te Mahere Waka Tūmatanui ā-rohe The Regional Public Transport Plan review process

The Bay of Plenty Public Transport Committee is responsible for reviewing the RPTP on behalf of the Bay of Plenty Regional Council (BOPRC).

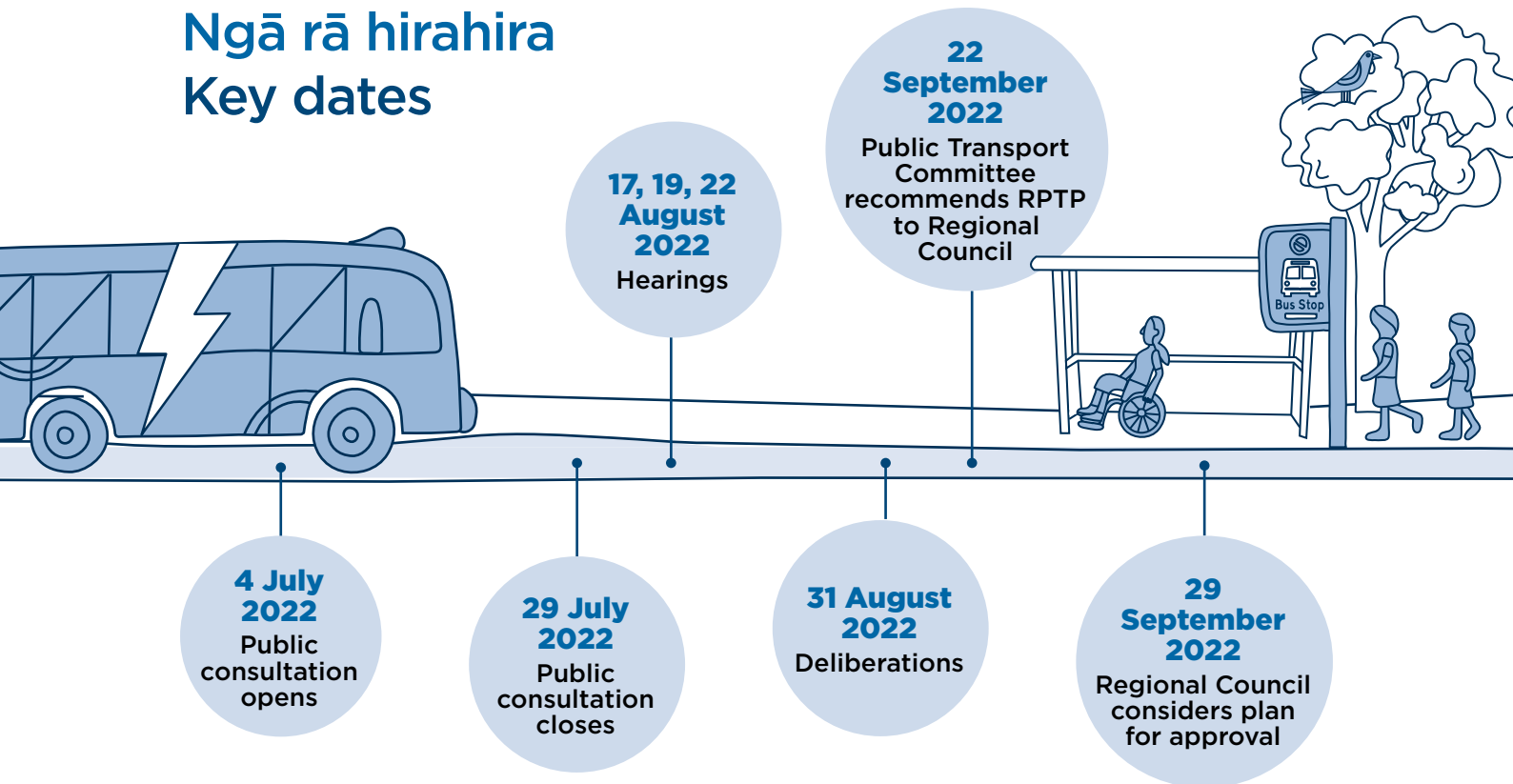
Although it is a committee of the Regional Council, the Public Transport Committee also includes members from Tauranga City Council, Western Bay of Plenty District Council, Rotorua Lakes Council, Whakatāne District Council and Waka Kotahi.

Over the past few months, the Public Transport Committee has considered a wide range of issues and listened the views of stakeholders and interested members of the public through early engagement exercises.

These perspectives have helped to shape the direction in the draft Bay of Plenty Regional Public Transport Plan 2022-2032, which has now been released for public consultation.



Ngā rā hirahira Key dates



Tukua tō kōrero Have your say

Kitea ngā mauhanga i konei Find the documents here:

Read the draft Regional Public Transport Plan online at:

**[www.participate.boprc.govt.nz/
regional-public-transport-plan](http://www.participate.boprc.govt.nz/regional-public-transport-plan)**

The draft Plan also be viewed at Bay of Plenty libraries or Regional Council offices

Tukua tētahi tāpaetanga Make a submission

You can make submission by completing the online submission form at:

**[www.participate.boprc.govt.nz/
regional-public-transport-plan](http://www.participate.boprc.govt.nz/regional-public-transport-plan)**

Written submissions can be posted to:

**Freepost 122076
Regional Public Transport Plan submission
Attn: Transport and Urban Planning Team
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158**

He kitenga iti o te tauira o te Mahere Waka Tūmatanui ā-rohe

The draft Regional Public Transport Plan at a glance

Ngā wero Challenges

We have highlighted what we believe are the three most important public transport challenges facing the region. This is not intended to be an exhaustive list, rather they have been identified as our current priorities.

Challenge 1: Achieving mode shift

This is the most important public transport challenge facing the region. We provide frequent all day services in Tauranga and Rotorua, and regular connections throughout the region. Yet, public transport use remains stubbornly low. There is a strong imperative to deliver a more multi-modal transport system, with public transport being a central feature of this shift.

Challenge 2: Meeting the access needs of smaller urban centres and rural communities

The public transport challenges facing our smaller urban centres and rural communities are not the same as those in our main urban centres. The key challenge we are facing for these communities is delivering a public transport option that provides them with affordable access to essential goods and services.

Challenge 3: Climate change and reducing emissions

This is a critical global challenge where public transport will play an important role in the region's response. Central government has set ambitious national targets for reducing transport sector carbon emissions and transitioning to a zero emissions public transport fleet.

COVID-19

The impacts of the COVID-19 pandemic on the region's public transport system cannot be overstated. Recurring pandemic waves and lockdowns have had sustained impacts on public transport use in the region.

Throughout the pandemic, the Regional Council and public transport operators have worked hard to maintain services for essential workers, introduce free or reduced fares as required, and implement cleaning and safety measures to ensure the health and wellbeing of the travelling public.

In the longer-term, COVID-19 may lead to changes in working habits, with more people working from home, meaning less demand for commuting trips, including on public transport.

Delivering Connected Centres

Tauranga and the western Bay of Plenty face particular challenges in delivering the Urban Form and Transport Initiative (UFTI) Connected Centres programme.

Connected Centres was developed to cater for an expected 200,000 additional people, 95,000 new homes, and two million additional transport movements per day in the next 30-70+ year. High frequency public transport is a central feature of the long-term Connected Centres vision.

Key challenges include:

- Dispersed land use and traffic growth
- Roadworks and physical disruption
- Safety and security on the public transport network

Ngā kōwhiringa Opportunities

The draft Plan recognises a number of important opportunities for public transport in the region:

1. Transforming our urban public transport networks to achieve increased use
2. Integrated delivery of public transport services and infrastructure in support of urban land use transformation
3. Delivering interventions to create a competitive advantage over private vehicles
4. Exploring new public transport delivery models for smaller urban centres and rural communities
5. Transitioning to zero emission public transport
6. Public transport marketing, branding and promotion
7. Innovation and technology



He aha mātou e hiahia ana ki te whakatutuki

What we want to achieve

Whakakitenga Vision

Tō mātou whakakitenga:

Ka tokomaha ake ngā tāngata e whakamahi ana i te waka tūmata nui pai e whakapai ake i ō rātou oranga, ka tautoko i te whakaahutanga hou, ka whakaiti hoki i tō tātou pānga ki te taiao

Our vision is:

More people using high quality public transport that enhances their lives, supports urban transformation and reduces our collective impact on the environment

Ngā whāinga Objectives

The vision is supported by seven key objectives with associated targets which will guide our delivery of public transport over the next ten years. These objectives also provide the framework for the policies and actions in the Plan.



Ngā whāinga – Objectives		Targets
Objective 1: Te neke aratau me te whakaitinga waro Mode shift and carbon reduction	<p>Public transport successfully contributes to the region's mode shift and greenhouse gas reduction goals.</p> <p>Reduce public transport emissions by decarbonising the region's fleet.</p>	<p>Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to >5% by 2030.</p> <p>Zero tailpipe emissions from the region's public transport fleet by 2035.</p>
Objective 2: Te whakamahere ratonga me te whakaahua Service planning and design	<p>Easy to use public transport that is accessible to existing and potential customers.</p>	<p>70% of dwellings in Tauranga and Rotorua urban areas are within 500m of frequent public transport services by 2030.</p> <p>80% of residential dwellings in the region are within 500m of a public transport service by 2030.</p>
Objective 3: Te tukunga o te ratonga me te tūāhanga Service and infrastructure delivery	<p>Public transport services and infrastructure combine to deliver a safe, reliable, punctual and high quality customer experience while providing value for money.</p>	<p><0.5% of total scheduled trips are missed annually.</p> <p>>95% of services operate within 5 minutes of schedule annually.</p> <p>75% of services consistently meet the minimum patronage expectations in Policy 2.3.</p>
Objective 4: Te whakakotahinga o te waka tūmatanui me te whakamahi whenua Public transport and land use integration	<p>Integrated public transport and land use planning supports well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</p>	<p>A minimum of 47% of jobs in our main urban centres are accessible within 45 minutes travel time by public transport from all dwellings in the morning peak in 2030.</p>
Objective 5: Te wheako o te kiritaki me ngā mōhiotio Customer experience and information	<p>An excellent customer experience that grows passenger numbers.</p>	<p>85% of customers are very satisfied with the public transport service by 2030.</p> <p>Public transport boardings increase on average by 10% per annum to 2030</p>
Objective 6: Ngā rangapū Partnerships	<p>Quality partnerships ensure that we are responsive to customer and community needs.</p>	<p>High levels of satisfaction expressed in an annual survey of partners.</p>
Objective 7: Ngā utu Fares and pricing	<p>An equitable fare and pricing system that attracts new customers and rewards frequent use.</p>	<p>90% of customers are very satisfied with bus service value for money by 2030.</p>



Ngā wāhi aro Focus areas

We have identified six focus areas which define how we will work to deliver our objectives, policies and actions.

Customer centred	We will work proactively to identify customer needs and deliver a safe and competitive service offering with pricing that encourages more frequent use
Delivering a seamless journey	We will focus on the integrated delivery of services and infrastructure to provide a seamless end-to-end journey for our customers
Changing perceptions and attitudes to public transport	We will develop and implement strategies to positively influence peoples' perceptions of public transport encourage travel behaviour change, particularly amongst commuters
Accessibility for all user groups	We will take a flexible and responsive approach to delivering services to enable accessibility for all users
Transition to low impact public transport	We will demonstrate regional leadership in transitioning to zero emission and low impact public transport
Collaborative	We will work with our partners and communities to consider innovative ways of delivering public transport solutions that meet peoples' needs

Ka pēhea tātou e tae atu

How we will get there

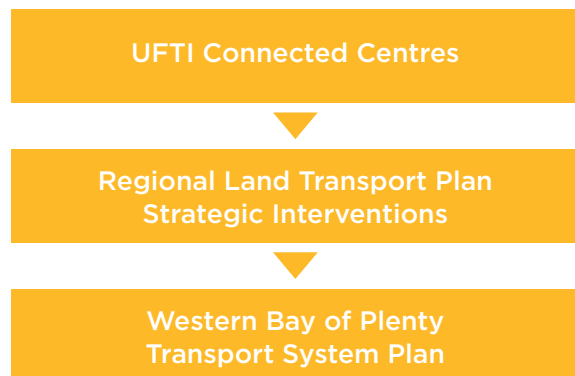
Te rautaki o anamata

Future strategy

We have outlined our future public transport strategy for each sub-region in the Bay of Plenty. This recognises that the region is home to diverse communities, with distinctive public transport needs and requirements.

Mauao – Tauranga and the Western Bay of Plenty

Our future public transport strategy for Tauranga and the western Bay of Plenty focuses on delivery of the UFTI Connected Centres programme which implements a long-term (30-70+ years) land use and transport vision for the sub-region.



Summary

- Deliver the public transport components of the UFTI Connected Centres programme, Regional Land Transport Plan strategic interventions, and the Western Bay of Plenty Transport System Plan (TSP).
- Continue the process of optimising the existing public transport network in the first three years (Bus Network Refresh).
- Progressively implement the TSP public transport medium scenario as urban intensification and public transport infrastructure improvements are realised.
- Focus on delivering frequent and reliable services on core corridors in tandem with targeted interventions to make public transport journeys competitive with travel by private vehicle.
- Future proof the public transport system for a longer term transition from frequent and reliable services to rapid transit.



Ōkurei – Rotorua

Our future public transport strategy for Rotorua focuses initially on the Rotorua Bus Network Refresh process. We will then explore range of further options and opportunities for public transport in the sub-region in the lead-up to the Rotorua operating contract renewal, and in our longer term strategy.

Bus Network Refresh (2022-23)



Contract Renewal (2024-25)



Longer term strategy (2025+)

Summary

Deliver the Rotorua Bus Network Refresh to optimise the network and improve convenience for the customer.

Work with partner agencies to implement travel demand management measures that support mode shift to public transport.

Renew the Rotorua bus operating contract in 2024 (or 2025) factoring in a range of broader considerations, including:

- Promoting short term mode shift as part of managing demand for single-occupancy travel.
- Improving the financial sustainability of the system.
- Integration with the Rotorua Future Development Strategy to consider potential demand from urban intensification, and new housing and employment areas.
- Promoting the existing network to tourists following the COVID-19 pandemic.
- Recommendations from the Bus Decarbonisation Feasibility Study in terms of transitioning the fleet to zero emission buses.

Longer term strategy to explore future options and opportunities for public transport in the sub-region, including:

- Reviewing service levels on key urban corridors.
- Exploring the potential for new service delivery models including on demand public transport and community transport services.
- Delivering significant mode shift for specific markets such as seasonal workers and the tourism sector.

Kōhī – Eastern Bay of Plenty

The Eastern Bay Bus Network Refresh will be the key focus of our short to medium term public transport strategy for the sub-region. The lead-in period to the renewal of the contract provides an opportunity to determine the longer-term public transport service delivery model for the Eastern Bay of Plenty.

Bus Network Refresh (2022-23)

- Early interventions
- Future service delivery model



Contract Renewal (2025-26+)

Summary

Develop and implement the Eastern Bay Bus Network Refresh comprising:

- Early interventions to optimise the existing service within current funding allocations.
- Working with community groups to understand current service provision and develop options for funding opportunities, for example through the next RLTP
- Recommend a future service delivery model taking into account the potential of alternative options for providing services, including on demand public transport and community transport services.

Renew the Eastern Bay of Plenty operating contract in 2025 (or 2026) which will:

- Implement the longer term improvements recommended in the Eastern Bay Bus Network Refresh.
- Work with partner agencies through Spatial Plan and Transport Strategy processes to consider future demand from new commercial and residential developments and how this may support business cases for increasing future service frequencies.
- Consider recommendations from the Bus Decarbonisation Feasibility Study and the implications of the Government's PTOM review in terms of transitioning the fleet to zero emission buses.

Work with partner agencies to develop and implement measures that support public transport as part of the Bay of Plenty Travel Demand Management and Behaviour Change programme.

Ngā ratonga ā-rohe Regional services

Our future plan for regional services is to:

- Review the current trial of tertiary/commuter services and decide whether they should be implemented on a more permanent basis, or discontinued.
- Prepare a regional bus services strategy which assesses future demand for travel between the main urban areas, and proposes a network which provides a fast and attractive service offer.
- Work with Waikato Regional Council to assess potential demand for cross-boundary services on key inter-regional corridors – SH2 to Paeroa, SH27 to Matamata / Morrinsville, and SH29 to Cambridge / Hamilton.
- Subject to the outcomes of the tertiary/commuter services review and regional bus services strategy, include additional service funding proposals in the next RLTP.

Ngā kaupapa here me ngā mahi

Policies and actions

Our proposed policies and their associated actions cover a broad range of topics:

Objective	Policies
Mode shift and carbon reduction	<ul style="list-style-type: none"> 1.1 Frequent and reliable services 1.2 Targeted interventions in urban areas 1.3 Travel demand management 1.4 Zero emission public transport 1.5 Mobility as a service 1.6 Passenger rail 1.7 Transport pricing
Service planning and design	<ul style="list-style-type: none"> 2.1 Service planning principles 2.2 Service classifications 2.3 Service optimisation 2.4 Urban public transport network operating models 2.5 Community services 2.6 On demand public transport 2.7 Total Mobility 2.8 School services 2.9 Ferries
Service and infrastructure delivery	<ul style="list-style-type: none"> 3.1 Contract units 3.2 New units 3.3 Public transport services 3.4 Infrastructure quality 3.5 Innovation and technology 3.6 Service quality 3.7 Service performance 3.8 Vehicle quality standards 3.9 Vehicle size and weight 3.10 Procurement 3.11 Exempt services
Public transport and land use integration	<ul style="list-style-type: none"> 4.1 Public transport and urban intensification 4.2 Modal integration 4.3 Services and infrastructure in new urban areas 4.4 Infrastructure timing 4.5 Park and ride 4.6 Rapid transit
Customer experience and information	<ul style="list-style-type: none"> 5.1 Accessible journey 5.2 Safety and personal security 5.3 Legibility 5.4 Amenity 5.5 Marketing and promotion 5.6 Branding
Partnerships	<ul style="list-style-type: none"> 6.1 Public transport providers 6.2 Public transport funders 6.3 Māori 6.4 Communities and social service providers 6.5 Businesses and employers
Fares and pricing	<ul style="list-style-type: none"> 7.1 Fare principles 7.2 Fare structure 7.3 Fare pricing initiatives 7.4 Fares and parking policy 7.5 School students 7.6 Reviewing fares

mō te anamata o te whakamaheretanga o te
waka tūmatanui me te mahi haumi i te rohe

on future public transport planning
and investment in the region

Consultation closes 29 July 2022





www.boprc.govt.nz